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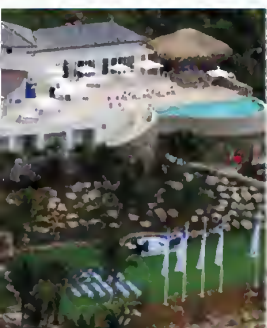


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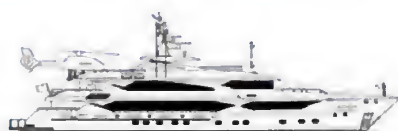


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on the cover
Stratospheric yachts. This graphic image of *Cakewalk*, shot by Jeff Brown, shows that the biggest boats really are different.

YACHTS

SARISSA

Vitters, Bill Tripp and Rhoades Young Design fulfill a challenging design brief combining regatta performance, far-flung adventuring and comfortable cruising in a sleek 140-foot package. *page 46*

CHEOY LEE ALPHA 76 EXPRESS

Spotting a missed opportunity, a successful motor yacht builder steps into the sport yacht arena. Intent on not just playing, but winning, the team behind Cheoy Lee's first express has an impressive pedigree. *page 56*

CODECASA VINTAGE 42

Breaking away from its custom designs, Codecasa introduces its first series yacht, the 139-foot Vintage, a retro-inspired beauty that pays homage to timeless classic design. *page 62*

FERRETTI CUSTOM LINE 100

The Custom Line 100 offers owners sexy lines, big windows and a new wide-body design. Hull #2 is for an American owner who sought space, style and a shallow draft for island cruising. *page 70*

SARAFIN

Not content to lengthen existing offerings, Oyster designed its first superyacht with "big boat" features from the keel up. This 101-footer is destined for worldwide travel. *page 76*

PHOTO BY PAOLO PUCCI

CODECASA
Serie Vintage

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SPECIAL FOCUS: A/V INNOVATIONS

ESSENTIAL A/V

With a surge of advances in audio-visual technology, options can be overwhelming. Experts weigh in on what to pick and what to skip when upgrading a yacht's entertainment system. *page 95*

EXTREME A/V

Stargazing *inside* the yacht, a bar surface that lets you browse photos or check the weather, a CGI wall that grows ivy and responds to touch—sample the futuristic items available for today's superyacht. *page 100*

EXCLUSIVE FEATURES

THE WORLD'S 100 LARGEST YACHTS

Ten new yachts joined the list of the largest in 2011. Here's a look at the mightiest yachts plying the seas and an analysis of how the list has changed. *page 83*

DESTINATION: THERE'S SOMETHING ABOUT ST. LUCIA

Far from the shopping avenues of St. Barths, lesser-visited St. Lucia charms with her varied diving grounds, culinary delights and towering Pitons. *page 104*

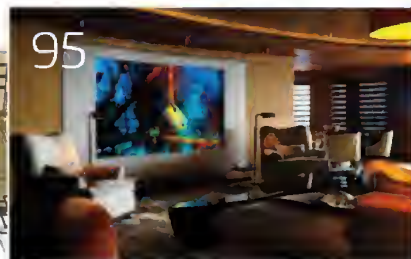
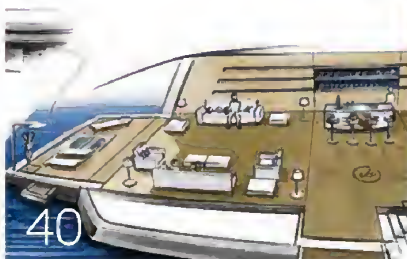
DESIGN FOCUS: BEYOND BASIC BEACH CLUBS

Beach clubs are today's must-have feature for improving a guest's connection with the water. We explore the background and future of these evolving waterfront spaces. *page 40*

OWNER'S INTEREST: BREAKING THE CODE

How three simple characters—LY3—are designed to rescue the yachting industry from a regulatory stalemate. *page 123*

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PHOTOS BY MARC PARIS (TOP); MASSIMO LISTRI (CENTER RIGHT); COURTESY OF M/Y CHOSEN ONE (BOTTOM)





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PUBLISHER

Tony Harris, tony.harris@boatinternationalmedia.com

EDITORIAL DIRECTOR-USA

Marilyn Mower, marilyn.mower@boatinternationalmedia.com

EDITORIAL

Editor: Kate Lardy, kate.lardy@showboats.com

Managing Editor: Danielle Aragon Cabrera, danielle.aragon@showboats.com

Senior Editor: Risa Merl, risa.merl@showboats.com

Brokerage News Editor: Malcolm Maclean, malcolm.maclean@boatinternationalmedia.com

Contributing Editors: Rebecca Cahilly, rebecca.cahilly@boatinternationalmedia.com

Mark Masciarotte, mark.masciarotte@showboats.com

Editorial Intern: Bijal Mehta

ART

Art Director: Richard Taranto, richard.taranto@showboats.com

Graphic Designers: Cheri Betz, Maciel Vargas

CONTRIBUTORS

Bill Ando, Bransom Bean, Peter Boulton, Matthew Esposito, Forest Johnson, Selim Kemahli, Roger Marshall, Shaw McCutcheon, Raphael Montigneaux, Tom Nitsch, Andy Rice, Kelly Sanford, Nigel Sharp, Tim Thomas, Grace Trofa, Kenny Wootton

PRODUCTION

Production Manager: Tim Hartney, tim.hartney@boatinternationalmedia.com

FOR REPRINTS, WEB USAGE, AND OTHER PERMISSIONS

Tim Hartney, tim.hartney@boatinternationalmedia.com

SISTER PUBLICATIONS

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Address changes: ShowBoats International, P.O. Box 28, Congers, NY 10920

Email: showboats@cambeywest.com, www.showboats.com

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SHOWBOATS INTERNATIONAL

101 NE 3rd Avenue, Suite 1220, Fort Lauderdale, FL 33301 U.S.

Tel: (954) 522-2628, Fax: (954) 522-2240

www.showboats.com

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BOAT INTERNATIONAL MEDIA

41-47 Hartfield Road, London, UK SW19 3RQ

Tel: +44 (0) 20 8545 9330

Fax: +44 (0) 20 8545 9333

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ShowBoats INTERNATIONAL

ADVERTISING SALES

Fort Lauderdale Office
Tel: (954) 522-2628

Associate Publisher: **Ben Farnborough**, ben.farnborough@boatinternationalmedia.com
National Account Manager: **Tanya deZanger**, tanya.dezanger@boatinternationalmedia.com
Charter & Brokerage Account Manager: **Cambry Czuplak**, cambry.czuplak@boatinternationalmedia.com
Office Manager: **Mary Gurski**, mary.gurski@showboats.com

ADVERTISING SALES

London Office
Tel: +44 (0) 20 8545 9330

Sales Director: **Jeremy Roche**, jeremy.roche@boatinternationalmedia.com
Events & Luxury Sales Manager: **Luca Vasile**, luca.vasile@boatinternationalmedia.com
U.K., Benelux, Scandinavia: **Brian Lynch**, brian.lynch@boatinternationalmedia.com
Eastern Med, Middle East and Eastern Europe:

Nick Dawes, nick.dawes@boatinternationalmedia.com
France, Monaco: **Lionel Richard**, lionel.richard@boatinternationalmedia.com
Australia, New Zealand, Far East:

Pippa Johnson, pippa.johnson@boatinternationalmedia.com

MARKETING/EVENTS

Tel: +44 (0) 20 8545 9330
Events Director:

Alice Widdows, alice.widdows@boatinternationalmedia.com

Marketing & Events Coordinator:

Holly Lunn, holly.lunn@boatinternationalmedia.com

Events Executive:

Alexis Davis, alexis.davis@boatinternationalmedia.com

Sales & Events Executive:

Guglielmo Carrozzo, guglielmo.carrozzo@boatinternationalmedia.com

BOAT INTERNATIONAL MEDIA, LTD.

Chief Executive Officer/Publisher:

Tony Harris, tony.harris@boatinternationalmedia.com

Publishing Director:

Tony Euden, tony.euden@boatinternationalmedia.com

Finance Director:

Kym Kingwill, kym.kingwill@boatinternationalmedia.com

Commercial Director:

Victoria Lister, victoria.lister@boatinternationalmedia.com

Digital Director:

Nick Martin, nick.martin@boatinternationalmedia.com

Accountant:

Mark Goulbourne, mark.goulbourne@integral2.net

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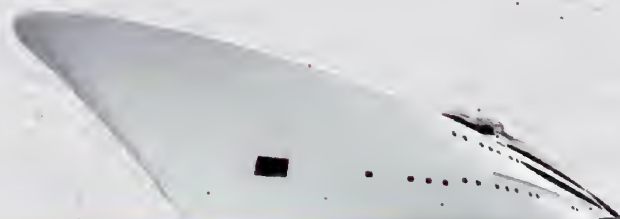
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The Size Question

My first long-haul sail (across an entire ocean, mind you—I start big) was on what I thought was a 43-foot yacht. Green as can be, I joined the catamaran in Cape Town, South Africa, homeward bound for America. Several rough days out to sea, surfing down those giant rollers the southern latitudes are famous for, and I learned that our little *UDI Mvuu* (“hippo” in the African Tsonga language) was littler than I had thought, a mere 33 feet. I had misunderstood the owner’s accent when I joined the boat.

I was aghast. Days from land and I had lost 10 feet of yacht.

When you’re at sea, bigger just feels better, particularly when you feel like a miniscule dot on an endless ocean. In the confines of your dry oasis, space is always at a premium; with added LOA comes extra volume and more comforts.

The obsession with size on the high seas culminates this issue with our annual survey of the world’s largest yachts. Eclipsing the Joneses is still going strong, making our list a drastically changing entity that grows significantly in LOA every year. Ten yachts joined the top 100 in 2011.

But you don’t really need 500 feet to be comfortable, do you? If you’re not the Joneses, we’ve got new model debuts from builders who are growing in their own realm. Take Oyster, for example, which delivered the first in its super-yacht series this past summer, entering the three-digit world in length. Her owner, who moved up

from a 68-footer, has big plans to match and he’s poised to take her around the world.

Ferretti’s Custom Line grows in a different way, not longer but wider, introducing the first wide-body design with its new 100. Her owner also moved up in size from an 88-footer, attracted by—what else?—space; he’s now spoiled for choice when it comes to deck spaces.

We also showcase a builder in this issue who bucks the trend, going smaller to compete in an entirely different market, one where owners might want to take the wheel and the boat out for a day cruise instead of crossing oceans. According to Cheoy Lee owner B.Y. Lo, the express style is one of the most active segments of the market, which proves that sometimes smaller is better.

Finally, Codecasa thinks it got the size exactly right in its first series boat, a 139-foot Vintage, which, in the words of Signor Codecasa himself, “is an ideal size for good range, comfort and personal expression.”

My 33 feet of yacht eventually crossed the South Atlantic. After the weather cleared and the sea calmed, our cat slowly bobbed across the ocean like a contented hippo, tradewinds from behind pushing us towards the Caribbean. The *UDI Mvuu* wasn’t fast, she wasn’t sleek (bearing a somewhat unfortunate resemblance to her eponym) and, come to think of it, she wasn’t even very comfortable...so I guess the moral of this story and the answer to the unvoiced cliché is, yes, it does matter.

Kate Lundy

—120SL—

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contributors



Nigel Sharp

**ON LOCATION:
TURKEY/FRANCE/SPAIN**

It's been a busy month, with 10 different airports and 11 railway stations leading me to six multifarious sailing yachts in four countries—the Oyster 100 *Sarafin* in the Sea of Marmara, four days drifting off St. Tropez and finally a passage from Porto Cervo to Palma in the new Vitters *Sarissa*. It would be naïve of me to expect any sympathy when I mention this, but the sailing hours to airport ratio was almost exactly a slightly disappointing one to one. *pages 46 & 76*



Peter Boulton

**ON LOCATION:
PRINCIPALITY OF MONACO**

A continuous family business since 1825—no conglomerates, no take-overs—is a record hard to beat in this industry, plus the spirit of adventure underlying Codecasa's new Vintage 42 series supports bold thinking. A successful step forward into the past. Furthermore, in terms of family continuity, CEO Fulvio Codecasa should be happy since both his daughters and their husbands are totally involved in the business. *page 62*



Kelly Sanford

**REPORTING FROM:
FORT LAUDERDALE, FLORIDA**

The last decade has been a wild ride in terms of huge advances in technology. Audio-visual technology applications have made amazing strides, thanks in large part to the relative affordability of new A/V technology. Though some applications for our newfound love of digital entertainment are slow in coming to yachts, there is no shortage of impressive applications and innovations when it comes to onboard entertainment. *page 95*



Bill Ando

**ON LOCATION:
FORT LAUDERDALE, FLORIDA**

Production boats tend to be stoic when it comes to having distinguishing details. However, there are enough unique details in the Custom Line 100 that kept me looking for (and finding) the next unexpected feature. Ferretti has done a great job of encouraging the designers at Zuccon International Project and allowing them to do what they do best—design—with a free hand and an open mind. *page 70*



Kenny Wooton

**REPORTING FROM:
LOUISVILLE, KENTUCKY**

I've cruised in cold locales such as Scotland and Alaska, but nothing matches the experience of barefoot, bare-chested cruising in sunny climes, and nothing complements that experience better than a yacht designed to make the best of that experience. Designers and builders are responding to people with my tastes with wildly creative approaches to beach clubs on board. I say, bring it on. *page 40*



Marilyn Mower

**ON LOCATION:
FORT LAUDERDALE, FLORIDA**

Ever notice how you don't have to ask a dog twice if he'd like to go for a ride in the car? Marine journalists are the same way with sea trials. I brought along my iPhone to the sea trial aboard Cheoy Lee's Alpha 76 Express. Instead of lugging various bits of measuring devices, my iPhone does it all. The rest was just a matter of asking the captain to dedicate a monitor with various digital speed, rpm and fuel consumption readouts. *page 56*

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J-CLASS REVIVAL HISTORY

The promoters of the current J Class regatta are striving to claim that their regattas are the first held since 1937. This is not correct. The [SBI September 2011] article by Roger Marshall



says: "The first official J-Class regatta since the 1930s (other J-Class races have been sailed in Newport as fundraisers) could be considered to be a success even though only two yachts participated."

In the June issue of *ShowBoats*, the notice of the J-Class regatta in Newport included: "[This] will be the first competitive J-Class regatta in North America since the America's Cup of 1937."

Both of these quotes are incorrect. The J-Class regattas in 1989 and 1990 were not fundraisers by any stretch of the imagination. No one donated one dime to anything, including even the regatta expense themselves. All crew were volunteers who paid their own airfare, hotel and living expenses themselves. All costs of the regattas were paid by J Class Management and the regattas were run to the highest professional standards.

Beginning in September 1989, my company, J Class Management Inc., inaugurated a multi-year match-racing series between the two J Class yachts *Endeavour* and *Shamrock V*.

J Class Management Inc., ran these regattas to the highest competitive standards. The Js were measured and handicapped using the IMS system, for which the Js were hauled out of the water and the hulls electronically measured at 1800 measurement points, 900 on each side. All sails were also measured by an official measurer and the boats were inclined to discover their righting moments. The resulting handicaps were applied to the races. The

courses, starts and results were overseen by New York Yacht Club Race Committee members and by international judges.

The first regatta in the 1989 J Class Management Return of the Legends Regatta series was a three-race event in Newport's Narragansett Bay. The boats were skippered by Ted Turner and Gary Jobson. There were more than 3,000 spectator vessels in the bay and crowds of more than 10,000 spectators watched from shore.

In early October of 1989, Gary Jobson and Ted Turner helmed the boats in a regatta in Manhattan with at least 100,000 spectators watching from the west side of lower Manhattan and from the New Jersey shore.

In 1990, J Class Management ran four J-Class regattas: in Annapolis, Maryland, with helmsmen Buddy Meiges and Gary Jobson; in Boston with helmsmen Senators John Kerry and Ted Kennedy; in Marblehead with skippers Gary Jobson and David Vietor; and in Newport with skippers Gary Jobson and Ted Hood.

These regattas were shown numerous times on television, including a one-hour ESPN documentary, on "Good Morning America," on Charles Kuralt's "Sunday Morning" and on the ABC nightly news. Articles and photographs of the regattas appeared in every sailing magazine in the world as well as in *The New York Times*, *The Boston Globe*, *The Washington Post* and *Sports Illustrated*. Between the live spectators and the television broadcasts, at least one

million people observed this regatta series.

I am a bit frustrated at the across the board effort to minimize what J Class Management did in restoring both *Endeavour* and *Shamrock* and in running this professional regatta series.

Elizabeth Meyer
Newport, Rhode Island

AN ENLIGHTENING READ

I really enjoyed the edition of *ShowBoats* profiling *Numptia* [SBI October 2011]—what a beautiful boat.

I was particularly interested in—and hope you can help me here—the deck lanterns illustrated throughout the photos (some small, some large). Do you know the vendor of these? I'd like to get a few for my wife and for our much smaller 69-foot Grand Alaskan.

Eric M. Goehausen, via email

Interior Designer's Note:

Most of the items on board of Numptia were custom made for the owner, the deck lanterns as well. If your reader would be so kind to send us number, dimensions and finishes requested, we will be able to define prices and delivery times. I would be very pleased to help him/her.

Riccardo Sanchini, Projects Director
Salvagni Architetti, Rome, Italy
www.salvagniarchitetti.net

Erratum

✓ The 91-meter Lürssen due in 2014 was incorrectly called Project Orchid in the 2012 Global Order Book, SBI December 2011/January 2012. The Project Orchid rendering on page 88 is a concept for Lürssen by Luiz de Basto not yet in build.

✓ Dutch builder Amels, the luxury yacht arm of Damen Shipyards, generally prefers to fly under the radar when it comes to sharing information for the Global Order Book, but Marketing Manager Victor Caminada pointed out our sources were a bit short when it

came to counting all projects. Amels actually has 10 yachts underway for a total length of 1,902 feet, 10.5 inches (580m). That is exclusive of two 220-foot (67m) Sea Axe yacht support vessels that should be attributed to Damen Group, also in The Netherlands.

On the basis of custom yachts solely, this puts Amels third on the list of Top 20 Custom Builders and sixth among all builders. This changes total projects in The Netherlands to 65 with a total length of 10,804 feet (3,293.1m) and an average length of 166 feet.

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242- AND 187-FOOT TRINITY

CLASSIC LINES INSPIRE U.S. BUILDER'S LARGEST-EVER YACHT

AMERICAN BUILDER TRINITY YACHTS ENDED a banner year in 2011 with the launch of its largest custom yacht to date, the 242-foot *New Horizon*, which was also the biggest yacht to launch in the U.S. that year. This was the second of two big launches; Trinity also splashed the 187-foot *Lady Linda* at its Gulfport, Mississippi, yard in November.

Both *New Horizon's* and *Lady Linda's* owners came to the builder with very specific briefs. *New Horizon's* owner was inspired by yachts of a bygone era, such as Jon Bannenberg's *Carinthia V*, and he tasked Trinity with creating a modern interpretation of that classic, one that afforded vast exterior spaces and comfortable living for casual family cruising.

"Many boats today have a lot of superstructure, almost like cruise ships," says Billy Smith, vice president of Trinity Yachts. "The client didn't want that; he [feels] long bows, long stems and unbroken sheers are very

elegant. He wanted wide side decks, big foredecks, big aft decks; he [isn't] a fan of the superstructure dominating the hull.

"There's a certain luxury to just having volume, having room to spread out," he adds. "You'll sense it when you get on board. It's just going to be a very comfortable, welcoming boat. [It's] definitely intended to be enjoyed by family and friends."

Trinity created a brand new hull design for *New Horizon*, collaborating with BMT Nigel Gee on the engineering to focus on hull efficiency. Smith notes that the design incorporates some of the latest thinking on hull shapes and appendages.

London-based Evan K. Marshall supplied the interior design, creating an elegant but relaxing motif. "The furniture showcases a combination of classic details with a mix of materials such as rattan and bamboo inserts



and a collection of loose furniture from around the world," Marshall says.

In keeping with her classic style, *New Horizon* features exposed tenders amidship on each side of the bridge deck—a Riva Aquarama to starboard and a custom lobster boat to port. Mounting the tenders on the exterior deck frees up the lazarette space for a large beach club, complemented by a fold-down transom door that creates an extended swim platform. The beach club is decked out in casual rattan furnishings and has storage for water toys and dive gear.

Lady Linda is the third Trinity for an experienced American owner who was stepping up in size from a 157-footer to 187 feet. But as Smith describes it, the owner's ambition isn't to go up in size, but in features. The client previously moved from a 150- to a 157-foot Trinity. "We said, 'it's almost the same boat

with the same beam,'" says Smith. "He said, 'Yes, I know, but I don't buy a car because it's bigger, I buy a new car for features.'"

The brief for *Lady Linda* stipulated that she be under 500 GT, have a shallow draft for cruising The Bahamas, offer four equal staterooms below decks for his guest's comfort and be able to be docked behind his home.

A unique feature chosen by the owner is a floor-to-ceiling glass enclosure on the forward part of the sun deck that blocks wind while cruising, yet disappears completely when not in use. Marshall also was hired for *Lady Linda*'s interior, which features a lavish stone package and mural artwork.

Trinity will deliver *Lady Linda*, *Areti* and *New Horizon* in 2012, and hull #261—a 164-foot, 30-knot boat—is due to launch in February. www.trinityyachts.com; (228) 276-1000



LADY LINDA

LOA: 187' (57m) **BEAM:** 33' 4" (10.2m) **DRAFT:** 8' (2.4m) **DISPLACEMENT:** 543.5 long tons **POWER:** 2 x 3,384-hp Caterpillar 3516C HD **SPEED (MAX/CRUISE):** 20/10 knots



197-FOOT BENETTI

LATEST IN OWNER'S 007-INSPIRED YACHTS SPLASHES IN ITALY

SERIAL YACHT OWNER JOHN STALUPPI (Snapshot, *SBI* December 2011/January 2012) is no stranger to launches, having built some 17 yachts to date, including the world record holder for the fastest superyacht—*The World Is Not Enough*. His latest, 197-foot *Diamonds Are Forever*, is a displacement yacht built by Benetti Yachts in Livorno, Italy.

Staluppi bought the yacht while she was partly completed and in 18 months undertook a total transformation. This included shaving one foot off the keel to reduce her draft, adding an extra deck up top, reconfiguring the interior layout, adding a Schottel jet pump stern thruster and moving the upper-deck air ducting to create a giant upper salon.

The launch ceremony, attended by Staluppi and his wife, Jeanette, yard management and workers, Ocean Independence broker Peter Thompson, designer Evan K. Marshall and, exclusively, Boat International Media, proved a spectacular occasion, with a live performance of the theme song to the movie "Diamonds Are Forever" followed by an action sequence where "Bond" grappled with a balaclava'd bad guy while suspended halfway down the superstructure of the yacht.

At press time in December, the yacht was due to leave the yard, launching straight into her first charter before the year was out.

"We built the boat to offer charter guests something different to what they're used to," says Staluppi. "She has plenty of room, plenty of storage, plenty of space. It has been a real pleasure working with the team at Benetti."

Stay tuned for a full feature on the yacht in a future issue of *Show-Boats International*, along with video from the launch and interviews with the key players on the iPad version of the magazine.

Benetti is staying busy, with 12 projects 164 feet and up currently underway in Livorno and slated for delivery during the next three years. These include a 197-footer that's about to move from the hull shed to the production shed for fit out; a 184-footer that moves into the shed at the end of January; a 180-footer that's due to move from the hull shed to the production shed this spring; and a 207-footer started November 2011. In January, Benetti will begin cutting plate on a 295-footer—its largest yacht to date.

A new robot fairing/sanding machine is about to enter service at the yard—it's expected to shave 50 percent off the time of applying the fairing compound. —TIM THOMAS www.benettiyachts.it; +39 0584 3821; www.oceanindependence.com; +44 (0) 12 7383 1010



LOA: 196' 10" (60m) **BEAM:** 34' 9" (10.6m) **DRAFT:** 9' 10" (3m) **DISPLACEMENT:** 830 tons **POWER:** 2 x 1,380-hp Caterpillar 3512B **SPEED (MAX/CRUISE):** 16/15 knots

**72-FOOT OUTER REEF****OWNERS DOWNSIZE TO TAKE THE HELM**

AFTER THE CUSTOMARY SMASHING of the netted champagne bottle, Goslings' dark rum flowed onto the swim step of *Good-Times* for a "traditional Bermudian christening" during the Fort Lauderdale International Boat Show last October. The owners of the first Outer Reef 70 Open to be shown in the U.S. hail from Bermuda, but split their time between Bermuda, Australia and, more recently, traveling on their new yacht in The Bahamas and Turks and Caicos. To accommodate long-range cruising, the dayhead was removed to expand the galley and create more cold

storage—four drawers will carry food for three months.

The owners moved from an 83-footer they had for 11 years to the 72-foot yacht. "I didn't think about downsizing," says owner Ward Young. "We wanted a powerful boat that [could hold everything]." Part of the impetus for getting a smaller boat was Young's desire to become an owner-operator. He plans to cruise for a year with a captain but then hopes to be experienced enough to handle the yacht himself. Outer Reef is about to enter into production on its seventh 70. www.outerreefyachts.com; (954) 767-8305

LOA: 71' 6" (21.8m) **BEAM:** 18' 6" (5.6m) **DRAFT:** 5' (1.5m) **WEIGHT:** 101,000 lbs **POWER:** 2 x 503-hp Caterpillar C9 ACERT **SPEED (MAX/CRUISE):** 16/11 knots

in brief

► Italian builder **Arcadia Yachts** has launched *M' Ocean*, its first solar-paneled Arcadia 115.

► The 106-foot *Feadship Heavenly Daze* is at **Pendennis** for an interior refit, due to finish May 2012.

► **Jade Yachts** delivered the 10th hull in its Jade 90 series to a Swiss client with management by Ocean Independence.

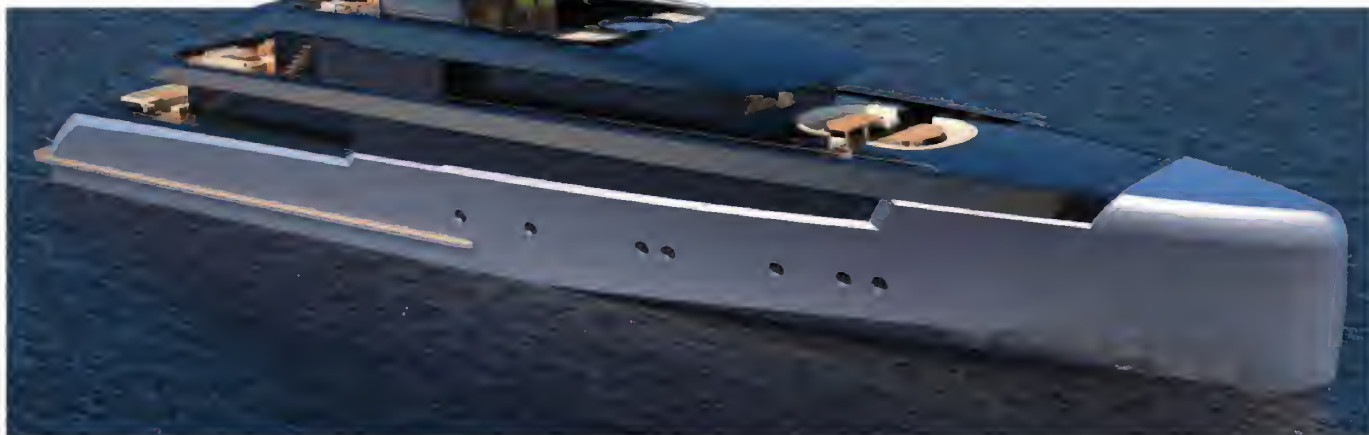
► **ThyssenKrupp** will sell **Blohm + Voss** to private equity group Star Capital Partners in a reported €150 million deal.

79-FOOT INACE**EXPLORER DESTINED FOR FISHING ADVENTURES**

"SHE WILL BE USED TO SPORT FISH and dive around the world, starting with the coast of Brazil," says All Ocean Yachts' John DeCaro of Inace's 79-foot *Blue Dream*. The Brazilian builder's latest explorer-type vessel was designed with an emphasis on these pastimes that goes beyond being stocked with a full complement of dive and fishing gear. *Blue Dream* has a dedicated fish-cleaning station and extra-large freezer and refrigerator capacity for the day's catch, and she is equipped with bow and stern thrusters and has zero-speed stabilizers for ease of handling while fishing. She also will carry a 23-foot custom tender for fishing and diving adventures away from the mother ship.

Blue Dream features a semi-custom design by T.C. Watson & Sons of New Zealand. A full-beam master and two guest cabins, all en suite, are forward on the lower deck. She carries 13,899 gallons of fuel and has a range of 6,000-plus nautical miles at 10 knots. www.inace.com.br; www.buyexploreryachts.com; (954) 671-0107

LOA: 78' 9" (24m) **BEAM:** 23' 11" (7.3m) **DRAFT:** 10' 6" (3.2m) **POWER:** 2 x 300-hp Cummins QSL9-300 **SPEED (MAX/CRUISE):** 11.8/10 knots



197-FOOT VAN GEEST DESIGN

SPORTY AND SLEEK HIGH-PERFORMANCE SUPERYACHT

"THE GREATEST 'WOW' FACTOR [of the 60m Fast Motor Yacht] is the contrast between the smooth-shaped hull and harder-edged superstructure," says Pieter van Geest, half of the Dutch design duo that's rounded out by Tracey-Jean Canavaggio. "In general, the look of the boat gives off an aggressive but sophisticated appearance."

The design brief for the 197-footer called for a sporty looking, fast and performance-oriented yacht, which is to be constructed entirely in aluminum. "The propulsion and engine specification is currently under study," says van Geest. "The goal is speed. Envisaged max speed would be twenty-four knots."

The Van Geest Design team played with proportions and colors to lend a unique and modern look to its new design. A two-tone paint job with silver hull and charcoal superstructure is planned to further enhance contrast of the angular superstructure and rounder hull

form. The hull begins in an aggressive axe bow shape, then moving aft reveals more superstructure and glossy, long spans of windows.

Sleek lines hide voluminous spaces; van Geest notes the bow as an example of where the designers played with proportions. "Although the design looks sleek and lean here, the space in the bow is significant," he says. "There is storage here for tenders and toys, including anchor equipment and a mooring bay."

Decks are stacked evenly in decreasing proportions with sharp, 90-degree angles creating a "layer cake" effect while avoiding looking like said dessert. The design allows for large, uncovered al fresco entertaining spaces from the main to sun deck.

While intended as a one-off, van Geest notes the 60m might inspire a limited series if interest arises. www.vangeestdesign.com; +31 (0) 20 845 2492



LOA: 196' 10" (60m) **BEAM:** 38' 1" (11.6m) **DRAFT:** 10' 2" (3.1m) **DISPLACEMENT:** 550 tonnes **SPEED (MAX/CRUISE):** 24/14 knots



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**115-FOOT REICHEL/PUGH****TRADITIONAL MEETS MODERN IN NEW RACER**

THE TEAK DECKING, ELEGANT LINES and center cockpit of Reichel/Pugh Yacht Design's new 115-foot Classic Racing Yacht belie this concept's true racing potential. While styled with timeless good looks, her deck is laid out for ease of sail handling, and she is designed to meet the latest ISAF Offshore Special Regulation Category 1 requirements with Plan Approval services by Germanischer Lloyd.

"This project aims to recreate the classic elegance of a bygone era and combine it with a modern underwater shape and appendages," says Ioannis Moatsos, naval architect for Reichel/Pugh.

Combining elements of tradition with high-performance sailing isn't new for the San Diego-based design team, which served as naval architect to recreate the J-Class yacht *Ranger* launched by Danish Yachts in 2004. It also served as the co-naval architect along with

Dijkstra & Partners on the 197-foot *Hetairos*, developing the hull lines and appendages for the high-tech composite sailing vessel launched by Baltic Yachts in 2011.

"The concept combines the latest technologies in construction, deck equipment, mast and rigging," Moatsos says. Winches will be push button and hydraulically powered, the rig will be carbon with swept back spreaders and non-overlapping jibs to ease handling, and the owner may choose between a fixed and lifting keel option.

Naval architecture, engineering and exterior and interior styling is by Reichel/Pugh, who is ready to collaborate with an owner-chosen interior designer. Envisioned as a custom limited-edition, short-run series, the first hull is currently being priced for construction for a 2013 launch. www.reichel-pugh.com; (619) 223-2299

LOA: 114' 6" (34.9m) **BEAM:** 18' (5.5m) **DRAFT FIXED KEEL:** 15' 9" (4.8m) **DRAFT LIFTING KEEL (DOWN/UP):** 18' (5.5m)/13' 1" (4m)

DISPLACEMENT FIXED/LIFTING KEEL: 59,000/57,400 kgs **POWER:** 1 x 320-hp Yanmar 8L V **UPWIND/DOWNWIND SAIL AREA:** 6,189/12,917 sqft

in brief

► The second F-Class yacht is underway at **Bloemsma Aluminiumbouw**. Finishing will be by **Classen Shipyards**.

► The first high-performance, 100-foot **Wally Cento** hull has been completed at **Green Marine's** yard in the U.K.

► **Nobiskrug** launched the 241-foot, all-white **Graffiti** just two months after the launch of her sistership, **Mogambo**.

► **Horizon** has launched its third RPH 120, **Muses**—the builder's second superyacht for a Chinese owner.

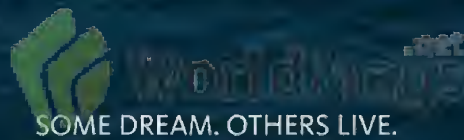
89-FOOT NORTHERN MARINE**PACIFIC NORTHWEST BUILDER SIGNS FIRST LONG-RANGE CRUISER**

BRANDISHING A BRIGHT RED HULL and aggressive lines, *Blood Baron* seems a most fitting name for Northern Marine's new 85 Long Range Cruiser. At 89 feet, the tri-deck yacht is the first in a new line of customizable cruisers. The Anacortes, Washington, builder has taken a new approach with this series, revealed in the more contemporary exterior styling by

Seattle-based Adriel Rollins of Adriel Design and luxurious styling choices.

"I think a lot of people who follow Northern Marine will be surprised by the styling of our new 85," says Andy McDonald, company president. "Modern, clean lines with a skylounge that extends aft offers interior volume closer to a yacht of much larger size." Rollins collaborated with the builder and the owner's captain, Aaron Pufal, on the general arrangement. Accommodations include a full-beam main-deck master and a captain's cabin aft of the wheelhouse that also can serve as an owner's cabin. Seeking a larger yacht for circumnavigation and family cruising, the owner tasked Pufal to find an expedition vessel that could provide range without the need for a large crew. *Blood Baron's* expected range is 5,000 nautical miles at 10 knots. She is scheduled to launch spring 2013. www.northernmarine.com; (360) 299-8400

LOA: 88' 8" (27m) **BEAM:** 21' 6" (6.6m) **DRAFT:** 7' 2" (2.2m) **DISPLACEMENT:** 315,000 lbs **POWER:** 1 x 600-hp Caterpillar C18 **SPEED (MAX/CRUISE):** 12/10 knots



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FLORIDA YARDS POISED FOR A COMEBACK



146-FOOT BROWARD SHIPYARD

BROWARD'S BACK IN NEW CONSTRUCTION GAME

RECOGNIZING THE POTENTIAL of the Broward Marine facility in Dania Beach, Florida, two investors purchased the deep-draft shipyard two years ago and re-branded it Broward Shipyard. After a busy year in refit and repair (servicing more than 100 yachts), the yard is now setting its sights on new construction.

Broward Shipyard has teamed up with designer Donald Starkey to present the Columbus series of expedition motor yachts. The name Columbus is a nod to the explorer, as the yard's intention is to bring customers back to America at a time when it believes owners are looking for value.

The Columbus 146 design was unveiled at October's Fort Lauderdale boat show. The semi-displacement yacht features a wide beam, which allows for a shallow draft. All-aluminum construction will reduce weight and help performance. At 14 knots, the 146 is estimated to have a 3,000-nautical-mile range. Saving owners on maintenance costs, the Esthec synthetic decking system will be used on all decks.

All Columbus yachts will be built to Lloyd's class and MCA LY2 compliance. Construction will commence with a contract; build time is expected to be 24 to 28 months.

www.browardshipyard.com; (954) 927-4119

LOA: 146' (44.5m) **BEAM:** 30' (9.2m) **DRAFT:** 6' (2.1m) **DISPL. (HALF LOAD):** 248 tonnes **GROSS TONNAGE:** <500 GT
POWER: 2 x 1,299-hp Caterpillar C32 ACERT **SPEED (MAX/CRUISE):** 17.5/14 knots



110- AND 131-FOOT WESTSHIP

WESTSHIP WORLD YACHTS RESUMES OPERATIONS

WHEN THE ECONOMY TOOK a nosedive, six-time yacht owner Henry Respass was not only left with a half-built yacht, but the whole yacht brand as well. He had been building his 110-foot "dream vessel" at Westship's Tampa, Florida, yard when the opportunity arose to acquire the builder's assets in 2006. Now, after finishing his yacht, *Prestige Lady*, and waiting out the economy, he says he is ready to put these assets to work and resume building Westships at a new facility in Tampa.

He turned to well-known designer Evan K. Marshall and naval architects Giovanni and Giuseppe Arrabito who have drawn up two new designs, a 110- and 131-footer. Both offer updated styling, including Marshall's signature "wave" windows for a European flair, as well as



higher freeboard and the option of a hard top. To be constructed in FRP to Lloyd's class, they share the same mold with a beam of 25 feet, three inches. The 131-footer offers variations in layout such as a midships tender garage coupled with a lazarette gym or an aft tender garage, a Jacuzzi positioned on either the top deck or upper aft deck and the option of a flybridge. In addition to these designs, the yard is able to offer other model sizes from 100 to 131 feet.

Westship began building yachts in 1989 at Westport's Washington facility and after 2000 in Tampa when the previous owners purchased the former Trident yard. At the helm of the new management team is CEO Ricardo Ruelos. www.westshipworldyachts.com; (206) 290-0028



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197-FOOT ISA

ISA'S NEW YACHTS RE-BALANCE INTERIOR AND EXTERIOR SPACES

MARKET DEMANDS HAVE CHANGED, according to ISA's Marcello Maggi. "Before, cruising at under thirty knots was a disaster. Now consuming two tons of fuel an hour is a disaster." In addition, connecting guests to the sea is the latest trend.

To cater to today's clientele, the Italian shipyard turned to designer Andrea Vallicelli to pen a new line of yachts. Called the ISA Granturismo, the series is offered in 32-, 40-, 50- and 60-meter models (105 to 197 feet) and features lower volume and sleeker styling coupled with a full displacement hull.

"We started from the inside with the thought, 'What do I really need on board; what is the bare minimum to have a good lifestyle?'" says Maggi. By reducing interior volume to meet the minimum

requirements, the exterior spaces benefit. ISA claims this is a more harmonic balance of space that does not limit the owner's lifestyle on board. Rather, it enhances it by providing owners with the opportunity to enjoy more spacious decks, which is where Maggi says most of his clients spend a majority of their time.

While the look seems suited to fast boats, ISA is convinced that it translates to steel-and-aluminum displacement yachts that offer more comfort, lower fuel consumption and longer range.

Thanks to the fact that waterlines are about 10 percent longer than classic ISA yachts, and with two propulsion packages offered, top speeds range from 14 knots for the 105-foot version to 21 knots for the 197-footer. www.isayachts.com; +39 071 502191

60-METER LOA: 196' 10" (60m) **BEAM:** 36' 1" (11m) **DRAFT:** 7' 10" (2.4m) **DISPLACEMENT (HALF-LOAD):** 760 tons
POWER: 2 x MTU 16V 4000 M93L **SPEED (MAX/CRUISE):** 21.5/18 knots

112-FOOT OCEAN ALEXANDER

SPORTY TRI-DECK JOINS OCEAN ALEXANDER STABLE



EVAN K. MARSHALL HAS DRAWN the profile styling and interior layout for a new composite 112-footer in his latest collaboration with Ocean Alexander. Despite her sporty looks, the yacht is a full tri-deck with an interior spiral staircase to the upper deck. In place of the typical country kitchen, this model has a spectacular split-level master suite surrounded by windows forward. A large bathroom and dressing area are a few steps below under the foredeck. The clubby skylounge is separate from the wheelhouse and opens to a sun deck aft. MTU propulsion is standard. – MATTHEW ESPOSITO

www.oceanalexander.com; (206) 344-8566

LOA: 112' (34.1 m) **BEAM:** 24' (7.3m) **DRAFT:** 6' (1.8m) **WEIGHT:** 289,000 lbs **POWER:** MTU **SPEED (MAX/CRUISE):** 23/18 knots



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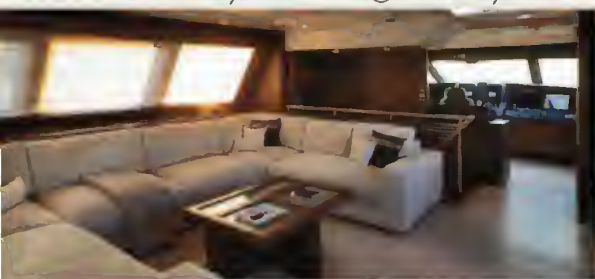
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YACHT CLUB COSTA SMERALDA VIRGIN GORDA CELEBRATES OFFICIAL OPENING

YACHT CLUB COSTA SMERALDA (YCCS) and Victor International (the marina and club's developer) announced the opening of the new clubhouse at YCCS Virgin Gorda (YCCSVG) in the end of 2011, signifying the completion of the marina and yacht club, with an official opening celebration planned for January 3, 2012.

"Now that construction is done, we offer something so unique," says David Johnson, Victor International chairman. "What we're experiencing is more and more boat owners saying that because of safety, security, services and sailing in the B.V.I., that it's the best place to be as your base to cruise the rest of the Caribbean."

A grand piazza and lawn was also recently completed, which will host multi-day events, including the Caribbean Superyacht Regatta & Rendezvous March 14-17. Twenty-five sailing and motor yachts

have already registered interested for the second annual event.

Those mooring at YCCSVG's 38 berths (accommodating yachts up to 328 feet) have access to the adjacent Biras Creek Resort and all the activities it offers. And those who purchase berthing memberships at YCCSVG, along with guests on a selected basis, will have access to the eco-friendly resort community of Oil Nut Bay.

Future plans for YCCSVG call for the development of a sailing school for both children and adults. "I say we're all kids throughout life, and if we want to take up a new sport at fifty, why not?" says Johnson. "Our goal is not, 'tie your boat up to the dock,' but it's, 'here are lifestyle things to do every day.'"

www.yccsmarina.com; (284) 346-2000; www.superyachtregattaandrendezvous.com



CENTRAL BAHAMAS MARINA EXPANDS ITS OFFERINGS

IN THE HEART OF THE EXUMA ISLAND chain in The Bahamas, Staniel Cay Yacht Club (SCYC) has long lured visitors with its turquoise waters and popular snorkeling spot Thunderball Grotto. The Bahamian marina now has expanded its

amenities, first with the addition of an onsite PADI dive operation, Staniel Cay Divers, lauded as the only dive operator between Nassau and Great Exuma. The yacht club also has installed a new dedicated fuel dock on a pier separate from

the marina, which should help alleviate traffic in the marina. On land, SCYC has built a new dining room, and a dozen new bungalows are under construction to expand the accommodations. www.stanielcay.com; (242) 355-2024

SUPERYACHTS AND MAXIS RACE TO THE B.V.I.

THE 197-FOOT HETAIROS WAS THE FIRST to cross the finish line off of Saba Rock in Virgin Gorda, B.V.I., during the Transatlantic Superyacht Regatta & Maxi Yacht Cup 2011. It took the Baltic Yachts-built ketch eight days, 10 hours, 58 minutes and 30 seconds to sail the 3,069 nautical miles from the race's starting point in Tenerife, Canary Islands, to Virgin Gorda at an average speed of more than 15 knots.

However, it was the 66-foot X-Yachts *Karuba 5* that took the overall victory on the IRC-ruled corrected time, with *Hetairos* coming in second place overall. Tobias Koenig's Swan 82 *Grey Goose* took third overall.

The Maxi Yacht Cup was created in 2007 by Yacht Club Costa Smeralda in collaboration with the International Maxi Association in response to requests from owners for a transatlantic race. The Cup was raced in 2009 and 2010, and 2011 is the first year that a super-yacht regatta was added to the event. Eight maxis and superyachts competed in this year's event. After completing the crossing, the yachts moored at YCCS Virgin Gorda's marina in North Sound. www.yccs.com





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SAN DIEGO'S RACING DEFINED MORE BY TACTICS THAN CRASH AND BURN

SAN DIEGO IS NO STRANGER to the America's Cup. After Dennis Conner helmed *Stars & Stripes* to victory over the Australians in 1987, the Cup came to San Diego and was contested there three times. The first occasion was 1988, when Conner outsmarted New Zealand banker Michael Fay by pitching a nimble, wing-masted 55-foot catamaran against the Kiwis' 130-foot giant keelboat, wiping the floor in a David versus Goliath non-contest. This was followed by two much more conventional America's Cups in 1992 and 1995, contested in the new 80-foot IACC keelboat design.

But most residents of San Diego weren't even aware that a major sporting contest had been playing out right on their doorstep during the late '80s and early '90s. The syndicates were scattered far and wide across the city's sprawling harbors, and all the racing took place far out to sea.

How times have changed. When the America's Cup World Series brought the Auld Mug back to San Diego in November for the first time in 16 years, the racing took place right on the city's waterfront in the shadow of the *USS Midway*, the 972-foot aircraft carrier that now serves as a floating museum and which for a week was the VIP viewing platform for the racing.

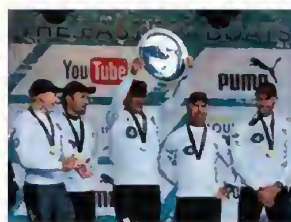
It was an uncharacteristically rainy regatta week and the wind didn't blow too hard either, although that was never expected of this venue. The great thing about the wing-masted AC45 catamarans is that they demand only the faintest breath of wind to get moving, and then you have a boat race. It doesn't take much wind to accelerate this lightweight thoroughbred to double the true wind speed, and once they lift the windward hull, it's quite possible to exceed wind speed by a factor of more than three.

So the AC45s made the best of some patchy breeze on the harbor, although for the 2012 events in light-air venues such as Naples and Venice, the boats will be equipped with a 13-foot, bolt-on extension to the top of the wing. This should get the boats powered up even earlier and flying a hull in all but the softest of breeze.

As for San Diego, most teams had very little practice time between the end of the last event in Plymouth, U.K., in September and the start of this one. Green Comm Racing and Artemis Racing had some major repair work to complete after that humdinger of a final race in Plymouth, where the Spanish and Swedish boats were locked together as the start gun fired and which later saw Terry Hutchinson's Artemis retire after a dramatic capsize (one of many that day), while Green Comm never even made it across the start line.

Nosedives, capsizes, collisions—they all contributed to some sensational action at the Plymouth match and engaged the non-sailing public in a way that I've never seen before. San Diego had a lot to live up to, and while it was pretty good, it didn't achieve the same level of thrills and spills. This one was more for the sailing aficionado, where the subtleties of the sport came into play—tactics and boat speed more than crash and burn.

We saw the value of some key crew changes, particularly with the two French teams, Aleph and Energy Team. Before Plymouth, the 50-year-old match-racing keelboat expert Bertrand Pacé had never steered a catamaran in competition before. Talk about throwing yourself into the deep end! His inexperience showed, with Aleph being the first to take a tumble during the windy first day's racing at that challenging venue. Sensibly, Pacé replaced himself with the young Pierre Pennec, a multihull specialist who cut his teeth on the



these pages
The tactical subtleties of the sport came into play at San Diego's edition of the America's Cup World Series, a change of pace after the rough and tumble antics in Plymouth. The series was capped by strong performances from new recruits for the French teams Energy Team and Aleph.

Olympic Tornado catamaran and races regularly on the Extreme Sailing Series circuit, which is raced in Extreme 40 catamarans not dissimilar to the AC45s.

Although Pennec is no match-racing specialist, Pacé could offer some useful tips from the sidelines as the team's coach, and Aleph knocked over some good competitors in San Diego—China Team, Team Korea and Oracle Racing Coutts—before falling to Artemis in the run-off for a semi-final place.

Energy Team meanwhile had recruited another multihull specialist with a very similar pedigree to Pennec. Indeed, Yann Guichard crewed for Pennec when they raced together at the Sydney Olympics in 2000, finishing in fourth place. Guichard was called in to replace another 50-something skipper, Loïck Peyron. Unlike Pacé, however, Peyron is one of the most experienced multihull racers in the world, but he's mostly clocked up his miles on big trimarans racing across oceans. Indeed, Peyron couldn't attend San Diego because he had just set out on a round-the-world record attempt aboard the giant 131-foot trimaran *Banque Populaire* and at the time of writing was setting an impossibly fast time around the planet.

For all Peyron's prowess in large multihulls, Energy Team looked much stronger with Guichard at the helm. Indeed, they swept straight through to the semifinals, overcoming Artemis and facing Oracle Racing Spithill in the match race finals. For a while it looked like the French upstarts would go all the way, but James Spithill and his crew bounced back from some difficult situations and won the Match Racing Championship. The next day Spithill won the single-race, winner-takes-all Fleet Racing Championship, Oracle becoming the first team to do "the double" at an America's Cup World Series

event. And the reason why? Spithill paid tribute to their sixth man, the man riding shotgun on the back of the AC45, Larry Ellison.

It seems that having their boss on board galvanized Spithill and his team into a higher gear. "If I could have Larry on board every day, I would," said the Australian skipper, just after having sprayed his billionaire boss with the customary Moët champagne. "But I think I'll have a hard time convincing the Oracle board to let him go." Judging by the way Ellison immediately leapt onto the helm of the AC45 as soon as racing was over each day, the Oracle board might have to handcuff him to the boardroom table.

On the other Oracle boat, however, Russell Coutts dismissed himself from helming duty to give double Olympic medalist Darren Bundock (another Australian, and one of many to join the American defender) a shot at competitive America's Cup racing. Bundock didn't acquit himself as well as might have been expected, although it's early days. He has been brought in to provide some stiff in-house competition for James Spithill.

Bundock's elevation to second helmsman leaves Coutts clear to focus on the bigger picture, not least working out how to make the 34th America's Cup viable. While Larry Ellison has been happy to provide the seed capital—if you can call a nine-figure sum seed capital—to get this ball rolling, he's not prepared to pour money into a bottomless pit. The roadshow had been due to move across the Pacific to Auckland or Brisbane, possibly both, but convincing cities to part with taxpayers' cash is proving tough in this economic climate. So we have to wait until April for the next confirmed venue, Naples, before we see the AC45s in action again. — ANDY RICE

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beyond basic BEACH CLUBS



THE "PLEASANT CLIMATE EXPLORER" CONCEPT





Once *Lady Moura* showed her beach club in in the early '90s, water access has never been the same. Today, the “teak beach” is coming into its own.

TEXT BY KENNY WOOTON

THESE DAYS IT'S HARD to find a yacht without some version of a beach club—an area meant to place guests in closer contact with the sea than is possible from a traditional aft deck, sun deck or foredeck. An increasing number of owners are requesting features that allow guests to break out of their climate-controlled cocoon.

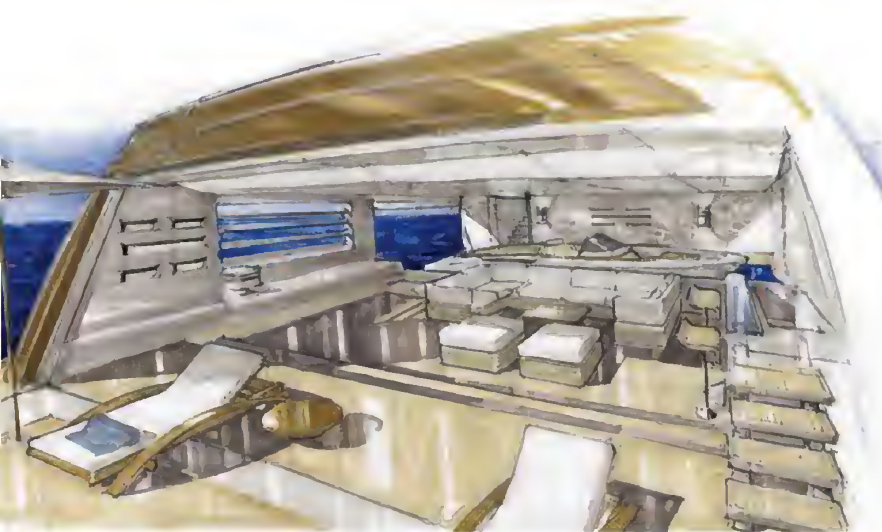
Who really knows when the first of what we now call a beach club appeared on a yacht, but many draw a straight line back to the day the 334-foot *Lady Moura* sailed into Monaco's Port Hercules for the 1993 Show-Boats International Rendezvous. As soon as she was secured to the quay, her crew deployed a shell door on her starboard side, set out chairs and umbrellas and revealed to the world a full-beam cabana dedicated to near-sea-level recreation. Onlookers paid more attention to the yacht's beach club than to the topless sunbathers on the seawall.

Yachting holidays once were promoted over shoreside resorts with the proposition that if you didn't like the beach, you could always weigh anchor and move to the next one. Direct access to the water, however, was down a staircase in the transom to a swim platform or via a swan dive from the bulwarks 20 feet above. Sunning and lounging in swim attire was done high above the sea. If the yacht was large enough, a pool or spa tub was the best way to get wet. *Lady Moura's* cabana—which reportedly carried a stockpile of real sand—reset the bar.

Today, designers and naval architects are creating even more innovative ways to merge indoor and outdoor environments on board that go beyond a converted lazarette.

Series yachts often trail the custom world in innovation, but in the case of beach clubs, semi-custom builders are fully on board with the concept. Heesen Yachts has begun construction on the first hull of its new 6500 fast-displacement aluminum motor yacht, which has what the company calls a “duplex beach club.” With Omega Architects designing the structure and Bannenberg & Rowell creating the interior, the beach club occupies 25 percent





190-FOOT CRN

of the main and lower decks and, when in full bloom, opens up a substantial portion of the yacht for outdoor recreational activities. The lower deck is equipped with a 237-square-foot transom swim platform, a 107-square-foot drop-down side platform, a health spa with sauna, hammam and shower and a lounge with a bar and outdoor cinema. The main deck portion has large sofas positioned around tables, a terrace with glass overheads and a glass-bottom swimming pool that sheds natural light on the lower deck lounge.

With larger yachts come larger spaces in which designers can play. For a 190-foot design for CRN, Studio Zuccon International Project of Rome married the spaces of a beach club and a floodable tender bay to create a luxurious boathouse effect.

The exterior shape and profile represents a departure for Zuccon and CRN, but the jaw-dropping feature of the boat is the stern lounge—Zuccon calls it a living room—and the boathouse. Anyone who has been in a boathouse knows the delightful ambiance that is created when light plays off the water's dappled surface and bounces around the space, painting it in cool tones of blue and green. Imagine a luxurious living area flanked by louvered walls to port and starboard bounded by a sunny sea terrace astern and a boathouse forward. Regardless of whether the tender is in its slip, the size of the living space is amplified by the size of the adjacent athwartships tender bay, which can be open to the lounge entirely or separated by a glass bulkhead. With the tender bay flooded, guests can step straight from the lounge into the tender while it is still tucked securely within the confines of the mothership. When all are aboard, the captain just drives out through the open shell door.

Trinity Yachts' Vice President Billy Smith says larger beach clubs and those that incorporate side doors are better suited for displacement hulls rather than semi-displacement types,

due in part to the larger freeboard the more voluminous yachts usually offer. But that doesn't mean semi-displacement yachts go begging.

Trinity's 191-foot *Carpe Diem*, for example, has an exceptionally spacious, traditional swim platform that is part of the hull structure. Luxury inflatable furniture can be placed on the swim deck with tables and portable umbrellas for guests to enjoy outdoor activities at sea level. If guests require sand between their toes, the yacht carries a custom-designed tender to ferry them ashore to real beaches where the inflatable ensemble can be set up.

Sailing yachts, which some might argue are inherently more in touch with their inner outdoor selves than motor yachts, are not immune from owners' urges to get even more up close and personal with the water. Perini Navi has been a leader in connecting guests with the sea. The 184-foot *Selene*, for example, has a swim platform that hinges down hydraulically from her otherwise flush transom. A second, smaller side swim platform is created from the door of her lazarette.

Cutting holes in hulls and rigging articulating elements such as big doors and sliding floors poses many challenges for naval architects and engineers—and considerable expense for owners—but when duty calls, designers deliver. One current trend is a transom door coupled with two side doors aft that create one big space in the hull open on three sides to the sea.

"There is a tendency to want large side shell doors and a transom door to open the whole area up," says James Roy, yacht design director for U.K.-based BMT Nigel Gee Ltd. "This normally comes with a desire to not have any internal longitudinal subdivisions or pillars. Such large shell openings with no longitudinal internal subdivisions to compensate can pose significant structural challenges, mainly from the global hull girder strength perspective as they introduce large structural discontinuities and complex load paths, as well as reduce the hull girder strength.

"Generally, one can make this work on a yacht of around eighty-five meters [279 feet] without any real difficulty as the hull girder loads are not overly significant. However, hull girder stresses increase approximately to the square of the length," Roy adds. "So it is in these larger yachts that the challenge becomes more significant as the changes in stresses increase linearly as you get larger."

"Any time mechanical articulation is incorporated in a yacht, it becomes a challenge," says naval architect Douglas Sharp of Sharp Design. "Hinging systems, bearings and fit gasket systems have been a particular bugaboo for large articulated platforms and hull opening doors. Doors that hinge down and are close to the water are also subject to slamming on the underside in fairly calm conditions, putting large loads on the equipment and bearings and transmitting vibrations into the hull. Other than those things, providing power, water, air conditioning and light to the beach club compartments or platforms presents the usual technical problems in design."

above
A 190-foot CRN designed by Zuccon International incorporates a boathouse within the beach club, creating a functional entertainment space that doesn't interfere with tender launching.



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"REBEL" DESIGN CONCEPT



SAILING YACHT SELENE

"People have discovered that when you get removed from the water, you get removed from the whole experience." – GREG MARSHALL, NAVAL ARCHITECT

Beach clubs may have come a long way since *Lady Moura*, but where they are headed leaves the impression they will further cement their status as king of all decks. A window to the future direction beach clubs are taking exists in the concepts designers are generating as the yachting industry struggles to get back on its feet. Take, for instance, the 459-foot concept Crystal Ball, drawn by Martin Francis for Germany's Blohm + Voss (which, incidentally, built *Lady Moura*). Among her many intriguing attributes, Crystal Ball features a glass-enclosed superstructure and what could be viewed as the mother of all beach clubs. With the massive transom garage door closed, the swim platform alone would be the envy of any high school basketball team. The transom door opens to reveal a colossal two-story space with a dining area, spa pools and gym equipment, accented by two rows of palm trees. Natural light streams in from the glass bottom of the pool two decks above.

Other concepts explore greater recreational blending of interior and exterior environments. Peter Buescher of Donald L. Blount and Associates has drawn a 174-foot concept that the firm has dubbed the Pleasant Climate Explorer. The arrangement is driven by a lifestyle influenced by environment and climate.

Buescher's project takes cues from the land-based architecture and climate of the tropics, which encourage the boundaries between and within interior and exterior spaces to be ambiguous. The yacht's interior spaces are arranged in non-linear fashion with many angles in walls and floor plans, all with an eye toward blending the indoor spaces with each other

and with the outdoor environment, while still assuring privacy. The stern beach deck connects with hullside platforms and stairs that lead outboard of the hull to similar platforms on either side of the main deck.

Canadian Greg Marshall has a number of projects in various stages of design and production with beach club features. One of his firm's current design projects, a 295-foot motor yacht for a car and motorcycle aficionado, features two sporting areas: one at the stern and one on the foredeck. The more conventional beach lounge at the stern has heads and showers, a dive shop and changing room, a sprawling U-shape settee and a sun deck with a swim platform that unfolds into the water. Technically not part of the beach club, but connected to it visually through glass on the club's forward bulkhead, is a space Marshall calls the client's "man cave." It will house the yacht's tender and the client's traveling collection of cars and motorcycles.

If the sea-level orientation of the yacht's traditional beach club isn't outdoorsy enough, the yet-unnamed yacht has another space forward of the superstructure worthy of the more broadly defined "sport deck." It features a glass-surrounded swimming pool ringed by palm trees and an adjacent cabana. If guests are bored with water sports, the floor of the pool lifts and converts the space to a tennis court.

"In the work we're doing now, it's pretty much standard and sometimes more involved than exterior lines," Marshall says of beach clubs. "People have discovered that when you get removed from the water, you get removed from the whole experience." ■

above
The 147-foot family cruiser concept called Rebel from Newcruise employs a fold-down transom for a smaller-scale beach club. The swim platform of the 184-foot Perini Navi Selene hinges down from the flush transom.

YOUNG DESIGNER OF THE YEAR

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PRESENTED A CHALLENGING BRIEF—
ONE THAT THE DESIGNERS
SUCCEEDED AT BEAUTIFULLY.

TEXT BY **NIGEL SHARP** PHOTOGRAPHY BY **TOM NITSCH**





I had been off watch for a luxurious nine hours. When I awoke at seven a.m., it was to the occasional noise of hydraulic motors, and the yacht was heeling encouragingly. Fantastic—we were sailing and I was due back on watch.

We had set off from Porto Cervo, Sardinia, the previous afternoon bound for Palma de Mallorca on the 140-foot carbon sloop *Sarissa*, completed at Vitters just two months previously and named after a long spear used in Hellenistic warfare.

As we made our way through the Tyrrhenian Sea past the cluster of picturesque islands to the north, her captain, Greg Monks, told me something of the background to the boat. "*Sarissa* was built for an experienced boat owner with a young family. He wanted a performance yacht that they could spend long periods of time on and go to remote, isolated places where they could enjoy activities like fishing, diving, spear fishing and rock climbing."

Sarissa was also built to compete in superyacht regattas. The brief to combine both comfortable family cruising with a performance edge fell to naval architect Bill Tripp. According to him, the sleek pilot-house sloop's lineage stems from the aluminum *Mystère* and the carbon/composite *Saudade*.

As we continued through the Strait of Bonifacio, the conversation turned to an aspect of the boat that has proven particularly successful. Tripp included an aft cockpit in his design, but it was the owner who had the idea that it should also be an occasional swimming pool. "We filled it up for the children when they first arrived after a long plane journey," First Mate Brad Walker recalled. "You should have seen their faces when they saw it all glistening in the sun with floating ducks and a water hammock in it."

By the time I came on watch, *Sarissa* was very much enjoying the conditions. With an average of 22 knots of breeze at a true angle of 80 degrees, she was

above
The study converts to an extra double guest stateroom with an ensuite, following the designer's philosophy that all spaces need to perform double duty on a yacht of this size.

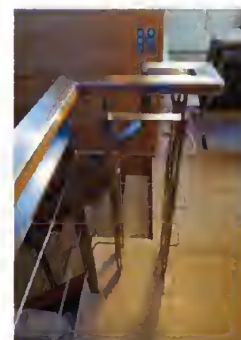
regularly touching 15 knots under triple-reefed main and jib and would continue to do so for the whole morning. I relished spending a significant part of this time at the wheel, and appreciated the tremendous combination of lively performance and easy steering. She tracked easily, holding a straight line, with no need for constant sail trimming, showing that her sail plan was easy to balance; in fact, I ended up on deck alone much of the time. The geared steering provided just the right amount of feedback through the wheel without necessitating biceps of steel. The visibility from the helm was excellent, whether I was standing, using the helm seat or sitting on the comfortable coaming outboard. It was easy to imagine the joy of cruising through the Pacific from this position, or indeed of fighting for position on the racecourse....

Sarissa has captive reel winches for the sheets, running backstays and main halyard, keeping the vast deck areas wonderfully safe and uncluttered. The owner put aside early concerns that an arch for the mainsheet might spoil the line of the yacht, and

decided that keeping his children out of harm's way was paramount. The result is an arch very much in keeping with the deck styling, which provides an uninterrupted deck space between the two cockpits. It will also have a number of innovative uses; it can support a climbing training board so the owner can practice rock climbing, for instance, and there are plans to suspend a projector from its underside to display movies on a screen mounted to the backstays.

For racing, *Sarissa* will use a square-topped mainsail. To allow this to happen, the normally fixed, twin masthead backstays will become running backstays when their lower ends are transferred to the cruising runner tackles and their captive reel winches. "A square-top mainsail hasn't been used on a boat this big before," Walker said. In addition, the yacht will carry a staysail, a code 1 and a "top down" furling spinnaker, each on its own furling cable.

Around lunchtime the wind dropped and headed us, so there would be no more sailing for the rest of the voyage, but we did enjoy a couple of further highlights. We passed very close to a whale about 20 miles





"We wanted to go up in size but didn't want to lose the experience of sailing. We still wanted to be in touch with the wind and the water."

– SARISSA'S OWNER



left
A deck safe for children was a high priority for the owner. He put aside concerns for the yacht's lines to incorporate an arch for the mainsheet. The bonus is it also can support a rock climbing training board and a movie projector.



from Menorca and later, as we entered the Bay of Palma, witnessed a beautiful orange horizon to the west as the full moon rose over the cliffs opposite.

The day after we arrived, I met the three people mainly responsible for *Sarissa's* creation: Bill Tripp, Louis Hamming from Vitters and Jonathan Rhoades from interior design studio Rhoades Young Design.

Tripp had met the owner in November 2006. "He wanted a go-anywhere type of boat, with a sports car feel to it," Tripp said. "He wanted to experience adventures when he got to destinations, but he also wanted to enjoy getting there."

"Our last boat was a Swan 82, which was fantastic," added the owner, "but we outgrew it and wanted to go up in size but didn't want to lose the experience of sailing. We still wanted to be in touch with the wind and the water." Initially a boat of around

118 feet was discussed, but Rhoades Young's subsequent involvement and the suggestion that the owner's family might grow necessitated that the boat should do so as well.

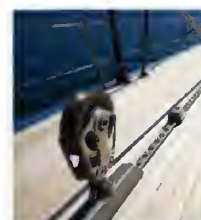
The choice of a simple sloop rig was easy. "The technology available has led us to this because we are trying to do two things: maximize the ease of sailing and then get the performance," Tripp explained. "A boat with two sails can accomplish most of this. And a measure of the success of that technology is that a crew of six can use a fourteen-hundred-square-meter asymmetric spinnaker safely and enjoyably because it can be furled away in seconds."

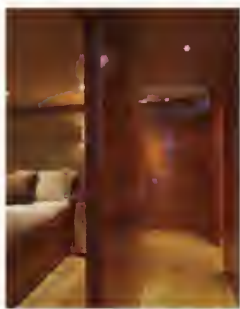
Sarissa's construction didn't start until early 2009, which gave plenty of design time. "That's really ideal not to rush that period because you get to develop your ideas," Tripp said. "Design is a spiral. If you're forced to build a boat in a hurry, it's a circle. If you have time and you go around once and say, 'Look at what we've learned in this process; wouldn't it be nice to do this?' and then you go around again, eventually you spiral around and get more and more focused on exactly what you want to do, and get the boat to meet what you want to do."

Sarissa's carbon hull was built in the U.K. at Green Marine—a company since bought by Vitters—then taken to Holland for completion. Hamming, Tripp and Rhoades all agree that building a carbon boat requires a lot more coordination between all parties to maximize the use of space throughout, because the options for cutting through the structure are not as straightforward as they can be in a metal boat. For instance, to incorporate the vertical hull windows, which give wonderful "sky to sea" views throughout the accommodations, required a great deal of planning with regard to both hull structure and service routes. "But we had worked with Tripp and Rhoades Young a number of times before, so we already had a good working relationship," Hamming said.

Sarissa's interior décor mainly consists of three timber varieties and very little in the way of fabrics, an interior style that, according to Rhoades Young, "was to represent the romanticism of sailing and travel." The result is a synthesis of an elegant sailing yacht and a relaxed beach house.

"The owners have modern tastes, but they wanted the boat to have a warm, cozy, family feel for their amazing adventures," said Rhoades. The headliners, floors and several bulkhead panels are oak with





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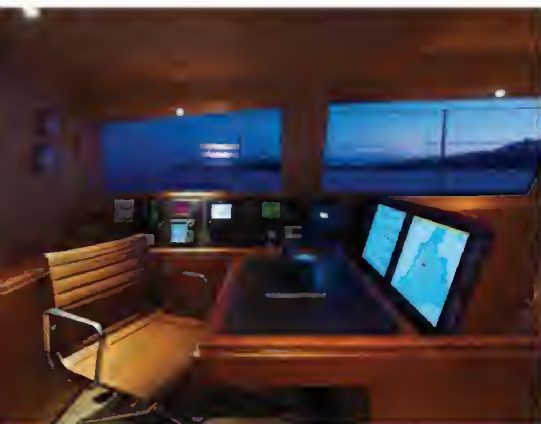
Employing oak, cherry and rosewood with little fabric, the interior aims to capture the romanticism of sailing and travel, exuding warmth for family adventures.

various washed treatments. Other bulkheads and much of the furniture is cherry, but darker materials have been used outboard in the lower cabins. "We used the rosewood and dark leather to help express the difference in geometry between the rectilinear interior furniture and the beautiful flowing lines of the hull and portlights," Rhoades continued. "And we wanted to express the structure of the yacht, so we have the exposed mast and carbon claddings over the frames. We couldn't show the actual frames, as the whole interior is floating for sound and vibration control."

Forward of the main salon are three examples of Rhoades' philosophy that, "on a boat of this size we need to double-use space and ensure that one hundred percent of the boat is being used one hundred percent of the time." Between the dining area and the galley a removable fore-and-aft bulkhead allows either formal dining or a casual family breakfast room atmosphere; the study, which has a more serious ambiance with its predominantly rosewood surfaces, can be converted to a double guest

cabin, with the dayhead then becoming its en suite bathroom; and the lower salon is a cozy family snug as well as the passageway from the main salon.

Rhoades used various techniques to create the illusion of extra space. For instance, opening up the bulkhead underneath the mast and carefully staggering the interior volumes diagonally has created vistas of more than 43 feet in both directions from the upper salon, making the yacht feel much bigger than its 140 feet. In combination with this, passageways have been omitted by incorporating them into the living spaces, with the exception of the aft curved corridor, which is a special experience in itself. It creates a generous double-height lobby at its entrance and then curves through the aft ship to a feature rotunda outside the owner's cabin, naturally lit by the deck above. And in the owner's and guest cabins aft, there are open doorways to the bathrooms, with just the basins on view and the more private sections hidden around corners, extending the visual length of the cabins. The owner's cabin has a great deal of natural light, a lot of which comes from windows that look



into the swimming pool, adding to the fun element evident throughout the boat.

The children's cabin—linked to a nanny's cabin through a shared bathroom—is Rhoades' favorite. "The idea was to make it a little yacht for the children within the big yacht," he said, "with the inboard bulkhead mirroring the hull side and the aft bulkhead veneered to look like the front of a traditionally planked boat." Education and entertainment are both evident in the deckhead, where scores of tiny fiber optics represent the stars of the night sky, with the Northern or Southern Hemisphere selected at the flick of a switch.

In many deck salons the seating is raised to enhance outside views, but *Sarissa's* owner made the deliberate decision not to do this. "It was more important to the family to have a flat single deck that flowed well and with good headroom," Rhoades explained. "You still have a sense of being in touch with nature as the space is bathed in natural light. It's all part of having a series of different experiences." When standing, however, or when sitting at the navigation station

or bar, the all-round views are excellent, and the gently undulating line created by the oak surround above the windows—mostly determined by Tripp's external styling but enhanced by Rhoades—is particularly pleasing.

Before our voyage, the owner and his family had enjoyed two separate Mediterranean cruises. "We couldn't be happier," he said. "We started this process five years ago, but we couldn't know it would all fit together until we saw her on the water and first sailed her. Some of the unique elements like the paired vertical hull windows and the swimming pool have worked out really well."

After five weeks in Palma, when Vitters attended to small finishing touches necessitated by a quick departure from the yard and the subsequent experience of using the boat, *Sarissa* headed to the Caribbean for a Christmas family cruise. Upon returning to the Mediterranean next summer, she will head farther afield, perhaps to the Pacific, where the owners will continue to enjoy their amazing adventures.

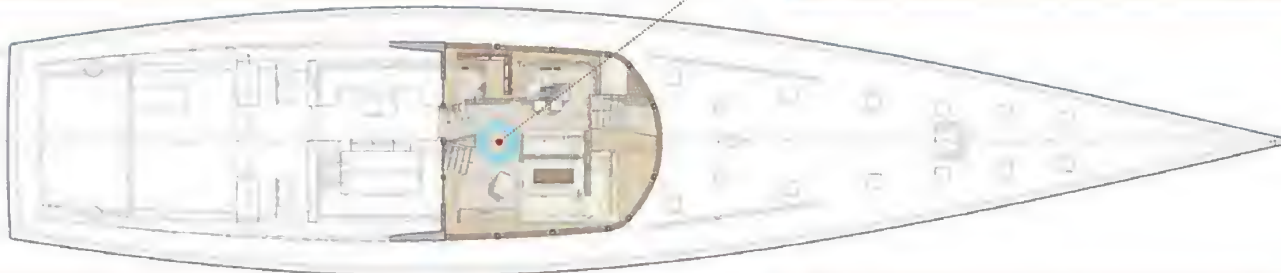
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Thanks to a removable bulkhead, the dining area can be a separate, intimate space or left open to the galley. The children's stateroom is connected to the nanny's room through an adjoining en suite and is styled to look like a ship within a yacht.



POOL OPTIONAL: The owner had the idea of being able to fill the aft cockpit with water, turning it into a shallow pool for the children.

ROOM WITH A VIEW: Opening up the bulkhead under the mast gave the upper salon 43 feet of views in either direction.



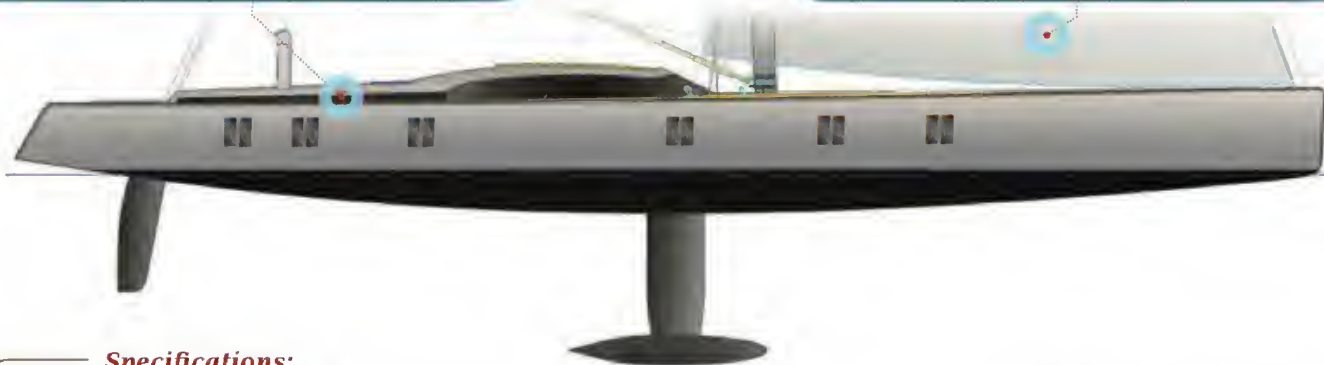
CHILDREN AT PLAY: The children's cabin is joined with the nanny's cabin by the en suite bath.

EXTRA ROOM: For extra guests, the study can be converted into a double cabin and the dayhead into its en suite.



DECK: Captive reel winches for the sheets, running backstays and main halyard and an arch for the mainsheet keeps the deck unduttered.

RIGGING: Sarissa will use a square-topped mainsail for racing, a first for a yacht of this size, according to her first mate.



Specifications:

BUILDER: Vitters Shipyard
Tel: +31 (0) 38 386 7145
Email: info@vitters.com
www.vitters.com
CHARTER: Hill Robinson
Tel: +33 (0) 4 9290 5959
www.hillrobinson.com

LOA: 139' 9" (42.6m)
LWL: 126' 4" (38.5m)
BEAM: 28' 3" (8.6m)
DRAFT (CENTERBOARD DOWN/UP): 20' 4" (6.2m)/13' 1" (4m)
DISPLACEMENT: 163 tons
GROSS TONNAGE: 198 GT
AIR DRAFT: 183' 9" (56m)

SPARS: Southern Spars
SAILMAKER: North Sails
SAIL AREA: 10,258 sqft (upwind)
21,043 sqft (downwind)
POWER: 1 x 490-hp Caterpillar C12
THRUSTERS: Max Power
GENERATORS: 2 x 50kW Kilopak
FUEL CAPACITY: 3,170 U.S. gallons

WATER CAPACITY: 2,641 U.S. gallons
OWNER AND GUESTS/CREW: 8/6
CONSTRUCTION: Composite
CLASSIFICATION: Germanischer Lloyd, MCA LY2 compliant
NAVAL ARCHITECTURE: Tripp Design
INTERIOR DESIGN: Rhoades Young Design



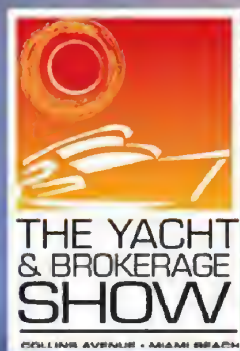
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ALPHA 76 EXPRESS





CHEOY LEE'S MOVE INTO THE EXPRESS CRUISER MARKET CATERS TO THE OWNER LOOKING FOR THE UNENCUMBERED YACHTING EXPERIENCE.

TEXT BY MARILYN MOWER PHOTOGRAPHY BY FOREST JOHNSON

When a well-established yacht builder ventures into new model territory (and into an already crowded market at that), inquiring minds want to know why. Case in point: Cheoy Lee's new Alpha 76 Express, which debuted in late October at the Fort Lauderdale International Boat Show. Why would a successful motor yacht and expedition yacht builder bring an express—the first of a series actually—to market?

"I have an apartment that overlooks the inlet to Port Everglades in Fort Lauderdale and on several occasions I have kept track of the numbers of different types of boats going out the inlet on weekends," says B.Y. Lo, one of the seven brothers who own Cheoy Lee Shipyard. "A far greater percentage of boats coming and going through the inlet were these type of boats," he says, pointing to the Alpha 76. "I believe people sense that they are easier to handle and

perhaps better suited to a casual short cruise than a motor yacht. It seems the type of boat you can take out for an afternoon without having to do a lot of organization, planning and provisioning.

"When we envisioned these boats, the word we kept coming back to was 'freedom,'" says Lo.

Looking over his shoulder and out the window of Cheoy Lee's Fort Lauderdale sales office at the Alpha 76 and a marginally larger Cheoy Lee Bravo Series motor yacht that was within a few hundred thousand dollars of the same price, it was undeniable that one of the yachts seemed much less intimidating to an owner-operator. Eyeing the sleek lines of the 76, I could imagine myself casting off the lines and heading down river alone or nearly so. Something about the 84-footer made me realize that it was a boat that needed crew. Not that that's a bad thing, mind you; who among us hasn't had an

these pages

The atrium-style layout that opens the helm to the galley and dining below (right) gives the feeling of a larger yacht inside. The master stateroom (far right) is amidships, assuring full beam. The stateroom and head are separated by an unusual piece of art composed of wood and resin, which is indicative of the modern and innovative materials used on board.



experience where we wanted to hand the wheel and the responsibility to someone else and just enjoy the scenery? Still, I was getting B.Y.'s point: horses for courses. Without an express cruiser, Cheoy Lee was out of that race.

Stepping into an established market, Cheoy Lee sought to gain advantage by selecting key players for naval architecture, design and engineering. For aggressive styling and a fast hull, the builder chose Michael Peters Yacht Design, a firm whose portfolio includes flat-out racing boats as well as yachts. For a modern look and exceptional space planning, it turned to Luiz de Basto, a Brazilian designer now living in Miami who has designed express cruisers and motor yachts. As far as the construction engineering, while Cheoy Lee has 140 years of experience in boat building, including a generation in fiberglass, the weights and balances of a fast express cruiser with a mandated top speed in excess of 35 knots was a new experience. Rather than reinvent the wheel, it partnered with Gurit/High Modulus, a firm specializing in high-tech composite construction engineering for boats with stringent weight budgets including competitive sailing yachts. "To have a chance, we must be very good," says Lo.

Because Cheoy Lee was not considering one boat but an entire sport series, the object was to create a yacht that would

stand out in the global marketplace, not only in looks but also in function and technology.

"Express boats have a history of not being very service-friendly," explains Lo. "We were very conscious of this in design and found innovative and suitable solutions." Indeed, the engine room is quite serviceable—part of that is because of clever placement of valves, filters and machinery and part because the yacht's beam at 19 feet, eight inches is about 18 inches wider than similar-length boats in this class. The extra beam also aids stability and creates a spacious master suite, but at the same time it puts a higher premium on slippery hull design, interceptor-type trim tabs and weight control to meet the speed quota.

Like all fiberglass Cheoy Lee boats, the hull is cored, resin infused and vacuum bagged. The builder puts a premium on faring the hull and finishing the boats with Awlgrip paint rather than gel coat.

"The only way to provide the precision needed to create these complex shapes and the smooth exterior finish is through the use of our two in-house, five-axis CNC routers," says Marty Isenberg of Cheoy Lee North America. The stylish hull—molded in one piece—reflects some of that curvaceousness in the faux upper chine styling that helps knock down spray when the yacht is flying along at high speeds.



The window over the cocktail cabinet aft lowers and both side doors open to the aft deck, blending indoor/outdoor living.



The centerline helm and its flanking guest seats is a unique feature and on our sea trial, it created a natural gathering point as we checked performance data, enjoyed the views and exchanged industry chit-chat. Open to the galley and dinette below, the atrium-style layout totally eliminates isolation for anyone assembling a meal or enjoying a snack.

"I was really able to explore the atrium concept to the fullest, an idea I have been pursuing since 1998," says de Basto. "By placing the helm on centerline and the stairway to starboard, we gained both the opportunity to use the underside of the helm station as the entrance to the master suite and increase the sense of space below and a connection between levels."

De Basto integrated the exterior lines and the sliding sunroof with the salon overhead and the mullions to converge in a centerline vanishing point. These forward mullions also eliminate the need for large corner pillars to support the superstructure, creating a true 360-degree view from anywhere on the main deck.

The expansive views extend to the lower deck. "The exterior design offered very large windows in the owners' stateroom, and I wanted to take advantage by leaving them completely open on both sides," says de Basto. "On both decks, I wanted to celebrate the shape of the windows; no curtain would really work. On another boat I had done, the solution was to use privacy glass to completely avoid the use of curtains. On this project, Cheoy Lee was already exploring the use of new glass that is both dimmable and clear or opaque. With the Alpha 76 we can offer full control of sunlight and privacy without curtains."

Indeed, the windows in the superstructure and stateroom feature the newest generation of the so-called "smart glass." Technology developed by the U.S. firm Research Frontiers and licensed to Canadian manufacturer Diamond Sea Glaze allows the glass to transition to a darker color to keep out heat, light and UV rays. Unlike passive photo-reactive glass, SPD SmartGlass uses an electrical current to precisely control the amount of daylight entering the interior and can also switch to opaque for privacy.

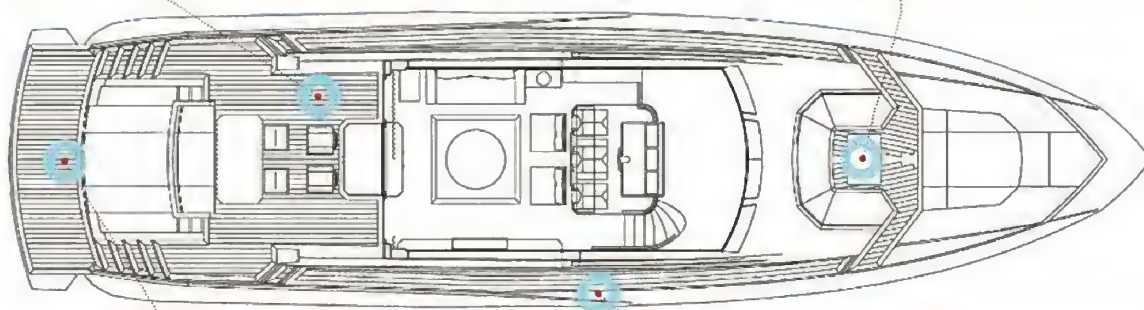
The streamlined theme continues through the décor with high-gloss cabinetry without visible hardware and chic cabin doors, nightstands and cabinets clad in stitched leather like high-end luggage.

Lo says that the Alpha 76 will be followed next year with a flybridge version and in two years by an 86-foot version and then an 86 flybridge. "We believe this is a market we should be in and we are heavily invested in it. The designs are complete and construction is beginning."

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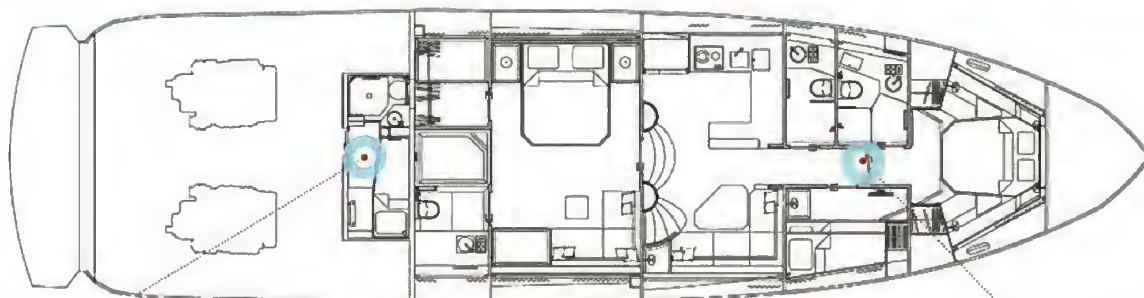
AFT DECK: A retractable bimini can cover the aft deck, reaching to almost over the spa pool, which is aft of the dining table.

FOREDECK: A sunny guest area is located on the foredeck with an adjustable-height table for cocktails or dining.



GARAGE: A nine-and-a-half-foot tender stows in the stem garage and can launch in just under a minute.

DECKS: Synthetic Tek-Dek is used instead of real teak, reducing maintenance and providing an attractive non-slip surface.



CREW: A hatch in the aft deck accesses the single crew berth, which also has an escape route through to the master.

GUEST QUARTERS: In addition to the amidships master, two guest rooms forward accommodate four additional guests.

Specifications:

BUILDER: Cheoy Lee Shipyards
89 & 91 Hing Wah Street West Kowloon
Hong Kong, China

Tel: +852 2307 6333

Email: info@cheoylee.com

U.S. CONTACT: Cheoy Lee North America

Tel: (954) 527-0999

Email: inquiry@cheoylee.com

www.cheoylee.com

LOA: 76' 6" (23.4m)

LWL: 59' 5" (18.1m)

BEAM: 19' 8" (6m)

DRAFT (FULL LOAD): 5' 5" (1.7m)

DISPLACEMENT (FULL LOAD): 107,000 lbs

POWER: 2 x 1,900-hp Caterpillar C32
ACERT with ZF350V gearboxes (tested);
2 x 1,550-hp MAN V12-1550 with
ZF 2050V gearboxes (standard)

SPEED (MAX/CRUISE): 38/26 knots

RANGE: 275 nm @ 24 knots

FUEL CAPACITY: 1,060 U.S. gallons

GENERATORS: 1 x 32kW Onan

FRESHWATER CAPACITY: 264 U.S. gallons

GRAY/BLACKWATER CAPACITY: 185/185 U.S. gals

OWNERS AND GUESTS/CREW: 6/1

CONSTRUCTION: Composite

NAVAL ARCHITECTURE: Michael
Peters Yacht Design

EXTERIOR STYLING: Michael Peters Yacht Design

INTERIOR DESIGN: Luiz de Basto

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VINTAGE

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THIS NEW SERIES YACHT REPRESENTS A DEPARTURE FOR HER ITALIAN BUILDER AND A RETURN TO THE ELEGANCE OF A CLASSIC STYLE.

TEXT BY **PETER BOULTON**

The year is 1825. In England, despite appalling poverty among his subjects, King George IV's extravagances require his government to bail him out of debts that would make many modern billionaires' eyes water, while in Italy it is a time between revolt and insurrection of the similarly oppressed, mainly against Austrian rule and heavy taxation. But in the thriving fishing port of Viareggio, a young man called Giovanni Battista Codecasa opens a shipyard building wooden sailboats. Regardless of local and national uprisings, Giovanni Battista's business flourished and became a family affair, to the point where there has been a Codecasa in command right to the present day.

Successive generations made progressive decisions, which brought expansion and the departure from wood to all-metal construction, the first example of which was built in 1965. Expansion came in the form of three separate shipyards, Codecasa Ugo, Due and Tre. Codecasa Due remained in the Old Port of Viareggio, building yachts in steel and aluminum or all-aluminum up to about 115 feet on a site of 70,000 square feet, more than half being under permanent cover. Codecasa's Ugo and Tre occupy 75,000 square feet in Viareggio's new marina, with 65,000 under permanent cover, permitting construction of yachts in the same materials from 98 to 300 feet. In addition, the shipyard recently added two new facilities, another smaller one in Viareggio and very large one in Pisa for big builds. Refits and repairs also form a considerable part of the business.

The shipyard's latest progressive decision was to present the first of the new 140-foot Vintage series motor yachts at the Monaco Yacht Show—a choice both bold and apparently well timed. Speaking on behalf of the company, Roberta Bartali, PR officer, says, "In general we attend very few boat shows, but this was a complete breakaway from our custom



designs, and we wanted to make a statement to that effect." Launched in June 2011, this steel-and-aluminum yacht is essentially spec-built and deliberately based upon traditional sentiments. Conceived as full displacement, she is still capable of 17 knots when lightly loaded and, with a beam of 30 feet on 139 feet, five inches, has a really useful volume. Having also been designed entirely in-house including the naval architecture is a further plus.

The lines nicely achieve the retro look with a near-vertical stem, a carefully balanced superstructure, square windows and an early version of what would soon become fashionable, a reversed-sheer transom with stairways. Plus, the dark blue hull does a good job of reducing height. Then comes a really pleasant surprise. The main side decks are completely walk around with just a couple of steps up to the foredeck, which, for this ancient mariner, suggests thoughtful design with safety foremost. When emergencies strike, there will be no scrabbling up and down stairways to go forward or aft, just "vintage" seamanlike side decks. The same goes for the working foredeck with its substantial twin

windlasses, which is also just spacious enough to offer a fresh-air space for off-watch crew. Bulwarks are reassuringly high and large scuppers should take care of any "greenies" shipped in rough weather.

The retro styling originated with the current CEO, Fulvio Codecasa, who joined the company in 1973 when his father, Ugo, was in command. "I felt it was time for something which would recall the elegance of classic style, but in real-time," says Codecasa. Keeping the yacht under 500 GRT determined the length. "Forty-two meters is also an ideal size for good range, comfort and personal expression," he says.

Fulvio Codecasa conceived and orchestrated the entire project, working directly with resident husband and wife design team Anna and Franco Della Role, who were responsible for the interior and hull designs, respectively. The result is "deceptive-simplicity" throughout the ship and, in fact, when asked what they considered their favorite aspects of the yacht, both designers replied, "The classic hull lines and simplicity of form and materials for the interior."

Entering the salon from the aft deck, personal first impres-



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The simplicity of form and materials is the key to the all-white interior, which is nicely balanced by navy blue accents and colorful artwork.



Based on traditional Codecasa design, the Vintage 42 recalls a classic exterior look with a clean, understated elegant interior, melding old and new effortlessly.

sions were "white, space and wow!" although the wow-factor came from the sense of considerable space created by the use of white—everywhere. Another reason for the feeling of spaciousness is that the salon continues through the area normally reserved for dining with the dining area kicked upstairs to replace the skylounge. Inevitably, there will be those who find the décor white enough for a laundry detergent advertisement, with white ceilings, wall panels, furniture, furnishings, wooden-slat Venetian blinds and even white okoume wood for the floor. But the mid-blue stripes on some of the cushions, the dramatic light-and-shadow interplay on furniture and fittings and the colorful artwork on the walls all add up to provide a pleasing balance.

As in many traditional layouts, port and starboard doors set in the forward bulkhead lead to the galley and owner's quarters respectively, the latter via an attractive foyer containing the main guest stairway, a dayhead, another door to the galley and the side-deck entrance.

The galley is L-shaped with its own side-deck windows and is nicely isolated from the passage of crew. There are good

work surfaces, cupboard spaces, a couple of dishwashers, a dumbwaiter and one four-burner stove plus ovens. Refrigerator and freezer capacity may seem low for a serious long-distance cruising yacht, but there are additional cold rooms located on the lower deck.

Forward on the starboard side is the owners' suite, which is yet another study in white, but here strategic use of reds as well as artwork provide character. It soon becomes evident that there is nothing overwhelming about this yacht; nothing shouts, "Come look at this!" But it's not bland, just restful.

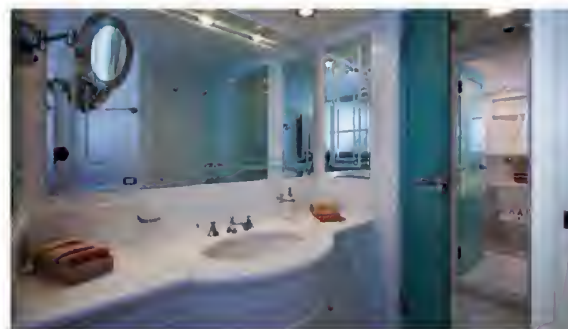
On the lower deck, guest accommodations comprise a conventional but very comfortable layout of four spacious cabins, served by a central foyer, all with en suite bathrooms and good natural light.

Aft from here is the engine room. In terms of machinery, everything is Caterpillar, which keeps things simple when thinking about general maintenance. The two main engines are low-revving 3512C units, each developing 1,650 horsepower. Seventeen knots can be attained with the ship lightly loaded but, under normal conditions, 12 to 14 knots would



Situating both dining areas on the bridge deck allows the choice between a more formal interior experience or a relaxing al fresco option just steps away.





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The arrangement of the two aft guest staterooms allows ample space for a large wardrobe abaft each bathroom, plus a small sofa with side cupboard tables on the forward bulkhead. The forward two cabins are twins.

seem more reasonable. However, a very respectable range of 4,000 miles can be obtained from the 15,850-gallon fuel capacity when cruising 11 knots.

A door from the engine room gives access aft to the main tender, a 21-foot Castoldi, which is launched through the transom using a traveling rail in the deckhead. From the transom swim platform, stairs on both sides lead up to the aft deck, a generous area for a vessel of this size. It is nicely laid out in traditional style with a teak-faced stairway to starboard of the salon entrance providing outside access to the upper aft deck.

Reassuringly high bulwarks, capped by varnished teak rail surround the entire main deck superstructure, which has a crew entrance on the portside. From here, stairs lead down to the crew quarters and up to the bridge, which is a well-planned navigation center. An accommodating, raised bench seat, suitable for watchkeepers or spectators, is located as an island in the middle of the bridge deck, facing a comprehensive range of controls and large-screen instruments. On each side are adequate spaces for paper charts, plus a practical nav/comms desk is set into the aft bulkhead, which also contains further instrumentation. Big windows afford 290-degree vision, and the forward-hinged doors permit walk-around access to the entire upper deck, via a proper Portuguese fore-bridge. Wing controls are neatly inset behind the port and starboard navigation light pods.

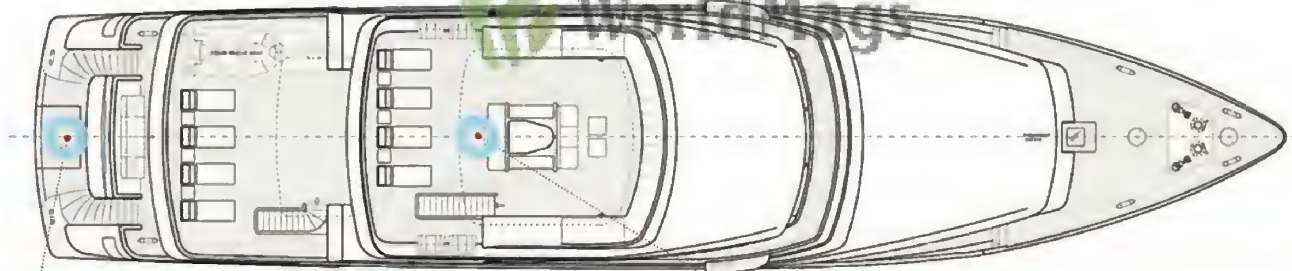
Inside, the starboard aft bulkhead door leads to a small lobby containing a dayhead and the audio-visual systems rack locker. A further door opens to reveal a foyer at the top

of the guest stairway and access to the dining room. The port aft bulkhead door from the bridge gives access to a large service pantry for the dining room. Typically, one would expect to find the captain's cabin here, but it is located on the lower deck as part of the four-cabin crew quarters.

In lieu of another salon, the upper-deck space is given over to a dining room, which is totally occupied by a formal dining table and seats for 10 to 12 guests with cupboards on each side. Sliding glass doors open to the upper aft deck, where there is another dining table for 10, plus some sun-loungers and the Zodiac rescue boat. But the deck above is the finishing touch, a quiet place to watch it all go by. A fixed canopy built around the nav/comms mast provides generous shade over a forward-facing seating area, protected by a smoked plexiglass windshield, while behind the mast is a bar and several sun-loungers.

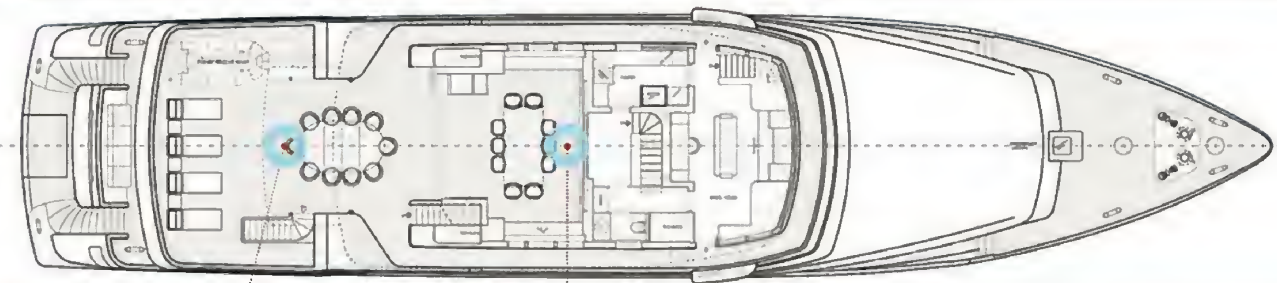
This new Vintage series yacht presents very well. Attention to detail is evident everywhere, while quality of materials, paintwork, fit and finish are exemplary. The public reaction at the Monaco Yacht Show was, "very positive," says Bartali, "with lots of serious enquiries, and we feel very satisfied with the results." Regrettably, circumstances did not permit a sea trial, but the yacht's dimensions, lines and proportions suggest sea-kindliness and comfort, aided not in the least by the Quantum ZeroSpeed stabilizers. It would therefore seem likely from a brief tasting that this Vintage should prove worthy of being laid-down (several times) for future consumption.

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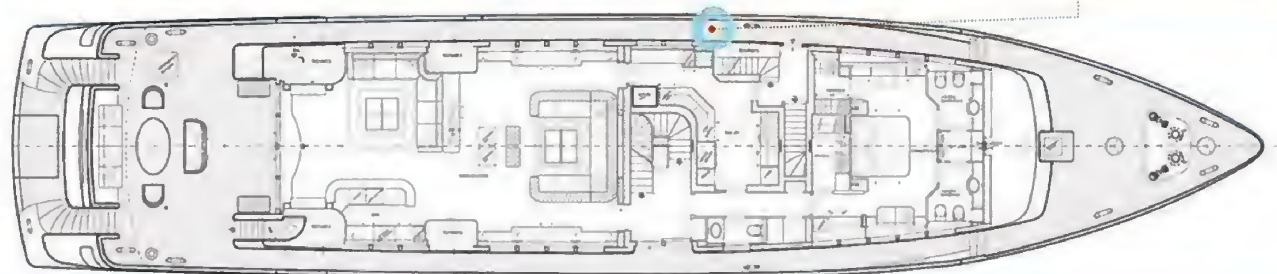
VINTAGE STYLE: The reversed-shear transom with stairs leading to the main deck offers a decent-size bathing platform.

TOP DECK: Omitting a spa makes for a large social space protected by a hardtop with sun loungers and a bar aft of the mast.



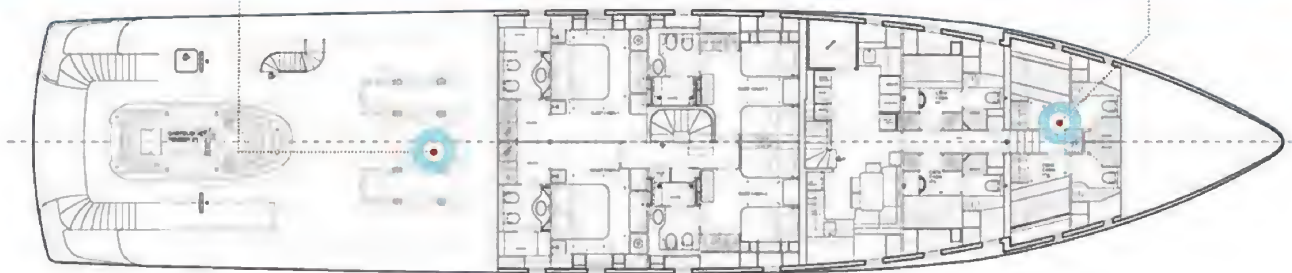
DINING: The bridge deck level's typical skylounge has been replaced with two dining options, one inside and one alfresco.

SIDE DECKS: Almost 30 feet of beam gives plenty of space to the interior with enough left over for full walk-around decks.



THE CAT'S MEOW: Using all Caterpillar machinery eases servicing and maintenance issues.

CREW: The essential crew quarters contain four comfortable twin-berth cabins for a total of eight crew, including the captain.



Specifications:

BUILDER: Cantieri Navali Codecasa
Piazzale San Benedetto del Tronto # 4
55049 Viareggio, Italy
Tel: +39 0584 383221
Email: info@codecasayachts.com
www.codecasayachts.com

LOA: 139' 5" (42.5m)
BEAM: 29' 9" (9m)
DRAFT: 7' 10" (2.4m)
DISPLACEMENT: 400 tons
POWER: 2 x 1,650-hp Caterpillar 3512B
SPEED (MAX): 17 knots
RANGE: 4,000 nm @ 11 knots

FUEL CAPACITY: 15,850 U.S. gallons
STABILIZERS: Quantum ZeroSpeed
GENERATORS: 2 x 86kW Caterpillar, 1 x 69kW Caterpillar
FRESHWATER CAPACITY: 2,113 U.S. gallons
OWNER AND GUESTS: 10
CREW: 8

TENDERS: 21' Castoldi, Zodiac rescue tender
CONSTRUCTION: Steel and aluminum
CLASSIFICATION: Lloyd's ✕ 100 A1 SSC Mono G6 ✕ LMC, MCA compliant
NAVAL ARCHITECTURE: Codecasa
EXTERIOR STYLING AND INTERIOR DESIGN: Anna and Franco Della Role



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THE NEW CUSTOM LINE MODEL'S SEXY, SPORTY
STYLING COUPLED WITH BEAMY DIMENSIONS IS
ATTRACTING OWNERS LOOKING FOR ACRES OF SPACE.

TEXT BY BILL ANDO

PHOTOGRAPHY BY SHAW McCUTCHEON / FERRETTI GROUP

Doing away with the typical boat show

or christening debut, Ferretti Group introduced the latest model in its Custom Line series to the yachting marketplace with a sense of deserved drama. The Wednesday night before the Fort Lauderdale International Boat Show opened, Ferretti held a press conference at its Fort Lauderdale office. Making the most of the facility's waterfront location, the Custom Line 100 surprised attendees, approaching from down the canal to the sounds of "She's So High" by Tal Bachman, a sprightly, hook-laden tune befitting the occasion (see video on the *ShowBoats* app).

Although this was hull number two (the first was whisked away by her Croatian owner), this was the world premiere of the new model. And a fitting entrance it was, whetting appetites for the tours offered the next morning at the show.

"The new model was developed to satisfy the demands of those of our owners, including younger owners, seeking a more sporty design without forgoing the functional features and spacious areas of a wide-bodied yacht," says Marco Segato, Ferretti Custom Line brand manager. The CL 100 was not intended to replace the CL 97; instead the builder plans to retain this model for its clients who desire a more classic style.

This is the first time Custom Line has featured a wide-body style in its line of fiberglass, planing yachts, and as such, a new hull was developed specifically for the 100. She was a joint effort between Studio Zuccon International Project, Advanced Yacht Technology and the Ferretti Group's in-house naval research and design teams.

A few interesting design features were readily apparent as the CL 100 hove into view. The designers at Studio Zuccon International Project have replaced the traditional white fiberglass side bulkheads with floor-to-ceiling glass, allowing more light to enter the main deck and providing more expansive sightlines. There is also an abundance of glass in the full-beam main-deck master suite, and on the lower deck each

stateroom has a large picture window. In the aft queen-berth VIP staterooms, the windows function as headboards; in the forward guest cabins they bathe the cabins in light from the side.

Finally, the side of the superstructure is broken up by a style plate of sorts, three horizontal pieces standing off the superstructure that run at a diagonal connecting the flybridge with the aft end of the Portuguese bridge. While purely for aesthetics, they are visually effective to communicate sporty, speedy styling.

Another notable feature was on display at the boat show the next day—the starboard-side balcony accessed from the salon. An electrically controlled sliding glass door opens to this terrace over the sea and the gunwale drops down, which extends the view and increases the space for alfresco lounging.

This feature appealed to her American owner, who stepped up from a Ferretti 881 Raised Pilothouse. “We were attracted by the idea of having a lot of space and large areas to relax.”

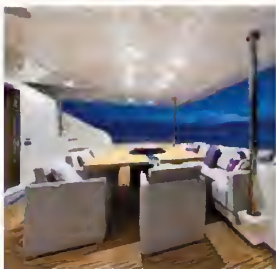
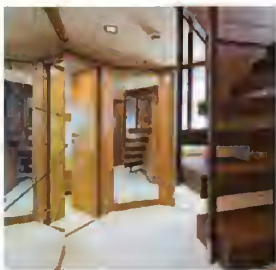
The CL 100 offers deck space in spades. From the foredeck lounge and its creative use of the space on the coach roof’s forward edge, turning it into a lounge area (as well as twin sunpads on the coach roof itself), to the abundant alfresco space on the flybridge and the aft cockpit’s two-way settee that can be conformed for dining or sunning, the outdoor entertaining options are numerous.

The flybridge is huge, offering tender storage and a crane for launching, as well a large custom grill, wet bar and U-shaped dinette forward of the hot tub. A hard top provides protection; though not entirely hard, it has a soft midsection that folds back at the touch of a button to let in sun.

It’s not just the exterior spaces that seem plentiful. “As a result of the Portuguese bridge we have a very large master cabin, which

these pages

The yacht’s wide choice of outdoor spaces—such as the terrace off the main salon and the foredeck lounge—was a good part of the reason why the owner chose this new model. In addition, the main-deck master suite (far right) “adds precious extra space to relax on board,” says the owner.





and the Caribbean, and the yacht's power converter gives him the option of cruising in Europe in the summer season.

Concord Marine Electronics in Fort Lauderdale, Florida, developed and installed a custom navigation, communication, entertainment and security package for the owner, who had requested a high level of communication and entertainment capabilities. There are three redundant sources for Internet, and all TVs are high definition. The entertainment system can be controlled by the owner's iPhone or iPad through a custom-designed application that also commands the lighting and drapes. He also can use his iPhone to see where the boat is at all times. A "geo-fence" security feature allows him to set a parameter around the yacht and be notified if it leaves the area.

The stylish Arcilena galley features a clever solution for accessing a technical space. Part of the counter slides to the side and a cabinet section can be pulled out to reveal a hidden door behind.

Accessed via a dedicated staircase from the galley, the crew quarters are forward on the lower deck and comprise three en suite cabins that sleep five and a galley/lounge. Aft on the lower deck is a garage that stores personal watercraft.

The engine room and mechanical space is entered from a doorway on the side of the aft superstructure into an engineer's space then through a watertight door in the engine room. There is stand-up headroom and plenty of space surrounding the 2,639-hp MTU diesels to ease maintenance when the time arises.

Even in its infancy, the CL 100 has proven to be a successful model for Ferretti Custom Line—hull number eight is already in negotiation. Teaming up space with sportiness appears to be a winning combination. **SEE ENHANCED DIGITAL CONTENT ON THE IPAD APP**

"A boat must be beautiful, but it must be a boat, not a house," says Norberto Ferretti, Ferretti Group chairman, emphasizing the importance of practical storage solutions.

is unusual for this size of yacht," says the owner. Upon entering the main-deck master suite there is a wardrobe immediately to port and a desk to starboard, then the room opens up into the sleeping chamber. The en suite and walk-in closet are typically across the forward section, but this owner opted instead for his-and-hers baths forward.

The suite is contemporary styled, as is the rest of the yacht. Designed around walnut veneers, lacquers, leathers and other textures, the yacht is as the owner desired.

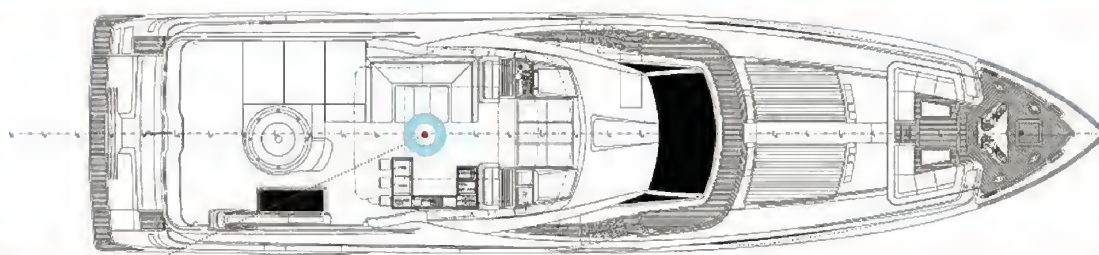
"The main idea was to keep light and happy colors and also to have a simple, elegant feel," he says. The interior has been decorated with furnishings from Italian design companies. The custom-made zebrano wood dining table and Poltrona Frau chairs stand out, complemented by leather-clad overheads and white onyx-paneled walls that are lit from behind.

"This kind of boat also gives us the possibility to stay longer on board and enjoy longer cruises," says the owner. The yacht's reasonable draft of six feet, six inches was another attractive feature to him, as he includes the shallow Bahamas on his list of intended cruising grounds. He also plans to visit New England, South Florida



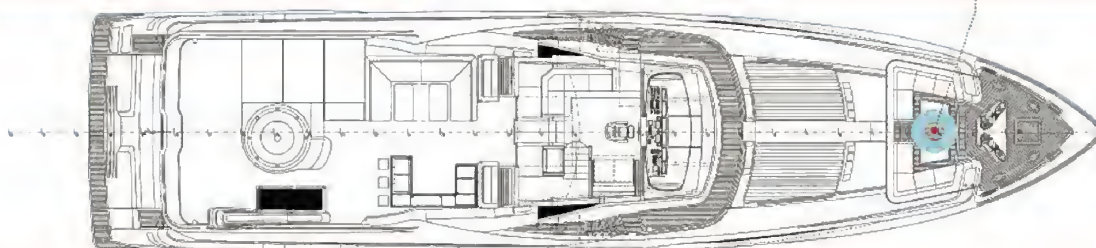
BUILD: The total build time for a Custom Line 100 is 12 to 13 months from hull construction to delivery.

QUIET OPERATION: Motoring at 22 knots, reported sound level is only 66 decibels in the master and 62 decibels at the helm.



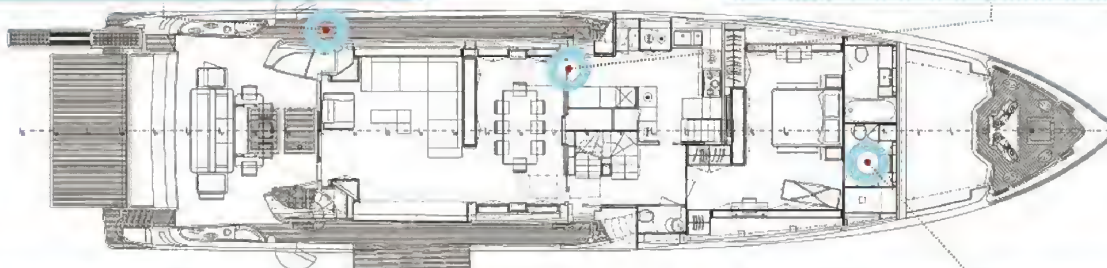
SHADE OR SUN: The hardtop (not shown) actually has a soft midsection that folds back at the touch of a button to let in sun.

FOREDECK: At the terminus of the Portuguese bridge walkway is a lounge area. A retractable awning is an option here.



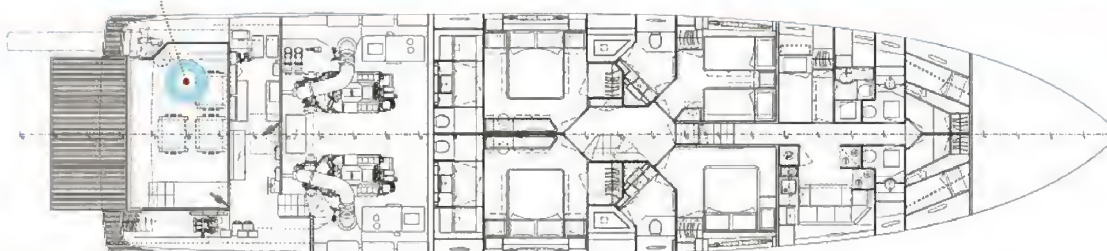
WALKWAYS: The wide side decks were a feature that appealed to the owner, who says they are larger than many competitors.

PRIVACY: Pocket doors on the port and starboard sides can close off the main and dining salons to the forward part of the vessel.



GARAGE: This space houses two large personal watercraft. A 16-foot Nautica tender stows aft on the top deck.

MASTER: Another layout option forward is a walk-in closet to port and a bath with two sinks to starboard instead of his-and-hers.



Specifications:

BUILDER: Ferretti Custom Line
Via Ansaldo, 5/7
Zona Industriale Villa Selva
47122 Forlì, Italy
Tel: +39 0543 787511
www.customline-yacht.com

LOA: 100' 5" (30.6m)
LWL: 84' (25.6m)
BEAM: 23' 9" (7.2m)
DRAFT (FULL LOAD): 6' 6" (2m)
DISPLACEMENT (FULL LOAD): 136 tons
POWER: 2 x 2,639-hp MTU
16V 2000 M94
SPEED (MAX/CRUISE): 27/24 knots

RANGE: 455 nm @ 24 knots (1,000 nm @ 12 knots economic range)
FUEL CAPACITY: 3,884 U.S. gallons
WATER CAPACITY: 793 U.S. gallons
GENERATORS: 2 x 55kW Kohler
STABILIZERS: ABT Trac hydraulic fins, 4 x Mitsubishi anti-rolling gyros
A/V EQUIPMENT: Concord Marine Electronics

OWNERS AND GUESTS/CREW: 10/5
CONSTRUCTION: Fiberglass
CLASSIFICATION: RINA, * Mach, Y, unrestricted navigation
NAVAL ARCHITECTURE: Advanced Yacht Technology
EXTERIOR STYLING: Studio Zuccon Intl. Project
INTERIOR DESIGN: Studio Zuccon Intl. Project, Centro Stile Ferretti Group

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SARAFIN

THE FIRST BOAT IN OYSTER'S SUPERYACHT RANGE DOESN'T JUST LENGTHEN THE BUILDER'S EXISTING SMALLER MODELS, IT'S DESIGNED FROM THE START AROUND "BIG-BOAT" FEATURES.

TEXT BY NIGEL SHARP PHOTOGRAPHY BY SELIM KEMAHLI / OYSTER MARINE



More than four years ago, three companies—Oyster Marine, Dubois Naval Architects and RMK Yachts—joined forces to produce a new range of superyachts. The first fruits of their agreement, the Dubois-designed Oyster 100 *Sarafin*, recently was completed at RMK's yard just outside Istanbul, Turkey, while a second 100 and a flybridge 125 are due to be launched this summer.

Oyster Marine's long history of producing semi-production yachts gives its clients the benefit of a proven product, which can be built efficiently and relatively quickly but also allows a large degree of customization. While these principles are being applied to the new range, the company deliberately set out to incorporate features normally seen in larger superyachts, rather than simply building longer versions of their smaller boats. For example, at an early stage the company made the decision to comply with Lloyd's #100 A1 SSC Yacht Mono G6 MCH classification, which is very nearly the highest standard it could have chosen. "It's quite a statement we've made by going to that level," says David Tydeman, CEO of Oyster, "and it's a quality endorsement for both RMK and Oyster Marine."

Although other options were considered, the parties decided that the hulls and decks should be of composite resin-infused construction. "It is the superior material for

a saltwater environment," explains Murray Aitken, superyacht sales director of Oyster. "Although RMK actually had little previous experience with this material, the team rapidly got to grips with the technology required to build composite yachts of this size," says Hamish Burgess-Simpson, Oyster's Turkey-based project manager.

Guided by specialists Polyworx, an intensive training program ensued, which included the molding of three 37-foot racing boats—designed by RMK project manager Stephen Thomas—with the same techniques and materials to be used on the Oysters. Subsequently, one of these was fitted out and named *Holding Pattern* and has been raced with some success in the Solent.

An unused factory at the 970,000-square-foot RMK shipyard was rebuilt and now includes a fit-out shed for four yachts and an oven—said to be the biggest in Europe—in which the hulls are post-cured. The costs of the plugs and female molds were shared equally between Oyster and RMK.

The day the first 100 hull was resin-infused was a tense one for everyone involved, but all went well. "It was hugely satisfying to see that what actually happened matched the computer model," says Aitken. The subsequent molding of the first 125 hull created a world record of 6.2 tons of resin in one four-hour infusion.

Dubois' responsibilities included the exterior styling, while Oyster's design team took care of the structural design, interior space planning and joinery details.

Central to *Sara^{fin}*'s internal layout is the deck salon, a universal feature of the whole Oyster range. Aft there is an owners' stateroom and two guest cabins, all with en suites; forward is the lower salon, galley and crew quarters. It's possible to change the layout forward, where an extra sleeping cabin could be included, but Oyster is keen that the standard layout should be retained in the rest of the boat, to maintain build efficiencies. However, clients can make changes to details—a wardrobe instead of a chest of drawers, for instance—and can stamp their individuality by choosing different timbers and fabrics.

"When a customer has signed a contract and decided on the materials," says Aitken, "we then build a mock-up cabin and completely fit it out, even including light switches, so they can confirm it's what they want."

The materials chosen for *Sara^{fin}* include walnut (high gloss for the joinery units and matte for the soles), Majilite headliners, Rubelli bulkhead panels and top-quality Italian marble for the bathroom counters and showers.

The fit-out is high quality and there is great attention to detail; the counter fiddles, for instance, are profiled to provide effective handholds at sea. And she is very spacious. "The usable internal volume of the boat, at some four-hundred-and-ten meters cubed, is more than we expected," says Aitken. "She is a big one hundred-footer with a long waterline length and a good beam, which is carried well aft."

The design ensures that outside views are maximized from almost all cabins. The hull portholes—in 36-mm-thick laminated glass to avoid the need for unsightly deadlights—are substantially bigger than those on smaller and earlier Oysters and are all at a perfect height for optimal views.

Sound specialist Van Cappellen has done a huge amount of work to minimize noise throughout the boat. The bulkheads, for instance, are up to almost eight inches thick because the structural part is clad on each side with a variety of insulation materials, and each cabin is "floating" within its space. The result is so effective that while we were at sea the most noticeable noise when the engine and one generator were running was that of the air-conditioning fans, and even that is expected to improve when planned modifications have been carried out to the baffles and fan speed control.

Sara^{fin}'s rig consists of carbon spars with in-boom furling, a blade jib and reacher and a removable inner forestay for a storm staysail. We took her sailing in the Sea of Marmara in an offshore breeze averaging 21 knots with the mainsail reefed down to the first batten. We easily achieved some impressive speeds including 9.5 knots at a true wind angle of 37 degrees, which increased by a knot when sailing freer at 45 degrees; and with the wind just aft of the beam and the reacher unfurled, we had a short burst of 12 knots. Occasionally a bit



"When a customer has signed a contract and decided on materials, we then build a mock-up cabin and completely fit it out, even including light switches, so they can confirm it's what they want." – MURRAY AITKEN





these pages
Sara fin's long water-
line length and good-size
beam carried aft makes
for a spacious yacht for a
100-footer. There are three
seating areas—the cockpit,
the main deck salon and a
lower salon. Each client can
stamp his or her individual
taste by choosing different
timbers and fabrics.



of extra sea gave the impression that she is likely to have a comfortable motion in rough weather. "We are very pleased that the boat's performance meets expectations," says Ed Dubois, founder of Dubois Naval Architects.

The main guest area is forward of the helm consoles, away from moving ropes as the headsail sheet and runner winches are located farther aft. Covering this area is a bimini with a fixed perimeter and sliding fabric mid-section, but its interference to the helmsman's visibility is minimal. The steering was a little stiff, but that's part of the builder's sea trial process, and a Lewmar engineer was expected to fix it the next day with a simple gearing modification.

Although the MCH part of the Lloyd's classification ensures that engineering systems are of a high standard, Oyster has been keen that "small superyacht" features are included. The Cummins engine, with 355 horsepower for propulsion driving a Hundested controllable pitch propeller, and two 27-kilowatt Onan generators, each with a PTO and hydraulic pump, all receive their fuel from a day tank after it has been polished, and oil changes are easy with all sumps directly connected to a waste oil tank and new oil delivered via a nozzle from another tank. The engine room has a small area of standing headroom next to the entrance as well as below the escape hatch.

Sara fin's Australian owner previously had an Oyster 68,

which he bought in 2006. According to Lachie Paramor, Sara fin's captain, he got the first Oyster, "to see if he and his family liked it, in which case he would get a serious boat to sail around the world in. And this is it!"

The new yacht is named after a Turkish wine, a fair amount of which her owner shared with Aitken the evening they shook hands on the deal to build her. Following her sail trials, Sara fin's first port of call was Palma de Mallorca, where any shake-down issues were resolved by Oyster staff at its new base there, and then she headed across to the Caribbean. Eventually she will be based in Australia, but probably not for another two years, during which time the yacht is likely to return to the Mediterranean and may visit Scandinavia.

"We will have a crew of four most of the time," says Captain Paramor. "Keeping the boat in good condition and staying on top of all the systems will be the important thing, but there is good access to everything."

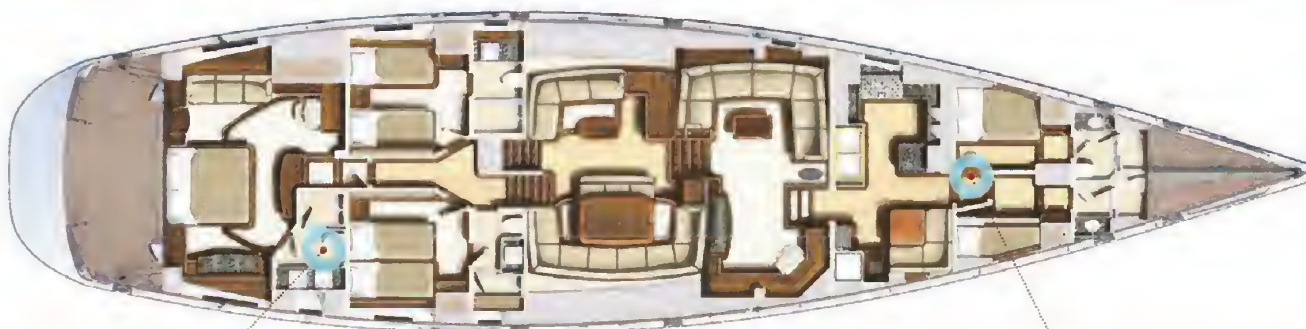
"She is a genuine superyacht, and I am delighted with the finish and overall feel of the boat," Dubois says. And he is right to be. Paul Johnson, RMK's Oyster project director, thinks that some people's perception might still be that countries like Turkey are not capable of high-quality work. If his assessment is correct, this boat, and those that follow, will go a long way towards changing that image.

ENHANCED DIGITAL CONTENT ON THE IPAD APP



CLASS: Oyster went for a high standard of class, complying with Lloyd's 100 A1 SSC Yacht Mono G6 MCH classification.

GUESTS: The main guest seating area is forward of the helms, away from working areas.



SOUND: The bulkheads are up to eight inches thick and each cabin "floats" within its space, making for cocoon-like insulation.

LAYOUT: Standard layout has galley and crew forward, but Oyster can accommodate requests for an extra guest room forward.



PORTHOLES: The hull portholes are much bigger than on smaller and earlier Oysters and are a perfect height for good views.

RIG: The rig has carbon spars with in-boom furling, a blade jib and reacher and a removable inner forestay for a storm staysail.

Specifications:

BUILDER: Oyster Marine

Tel: +44 (0) 14 7369 5005

Email: superyachts@oystermarine.com

www.oystermarine.com

SHIPYARD: RMK Yachts

Tel: + 90 (0) 216 581 3300

Email: info@rmkmarine.com.tr

www.rmkyachts.com

LOA: 101' 1" (30.8m)

LWL: 90' (27.4m)

BEAM: 24' 10" (7.6m)

DRAFT: 12' 10" (3.9m)

DISPLACEMENT (LIGHTSHIP): 87 metric tons

MAST AND BOOM: Hall Spars

RIGGING: Navtec

SAILS: North Sails

SAIL AREA: 5,024 sqft

AIR DRAFT: 142' 5" (43.5m)

POWER: 1 x 355-hp
Cummins Q5M11 'C'

GENERATORS: 2 x 27kW Onan

BOWTHRUSTER: 60-hp
Lewmar 400 SVTAH

FUEL CAPACITY: 2,140 U.S. gallons

WATER CAPACITY: 703 U.S. gallons

OWNER AND GUESTS/CREW: 8/4

TENDER: Nautica Custom

CONSTRUCTION: Composite FRP

CLASSIFICATION: Lloyd's 100
A1 SSC Yacht Mono G6 MCH

CERTIFICATION: MCA LY2

NAVAL ARCHITECTURE AND EXTERIOR

STYLING: Dubois Naval Architects

INTERIOR DESIGN: Oyster Design Team



WorldMap

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THE WORLD'S

100

LARGEST YACHTS

BY MARILYN MOWER, RAPHAEL MONTIGNEAUX AND THE EDITORS OF SHOWBOATS INTERNATIONAL

NOTHING IS AS SURE AS CHANGE AND NO CHANGE COMES AS surely as that to the annual Register of the World's 100 Largest Yachts. This year's list—which represents yachts delivered by the end of 2011—includes 10 new masterpieces from six different European builders, including four from Feadship—*Air*, *Fountainhead* and *Musashi* from De Vries and *Tango* from Van Lent.



INDICATES YACHTS NEWLY
ADDED TO THE LIST

1-20



WorldMags

RANK	NAME	EX-NAME	LOA	BUILDER	YEAR BUILT/ REFIT
1	ECLIPSE		533' 2"	BLOHM + VOSS	2010
2	DUBAI		531' 6"	BLOHM + VOSS/LÜRSSEN AND PLATINUM YACHTS	2003/2006
3	AL SAÏD		508' 6"	LÜRSSEN	2008
4	PRINCE ABDULAZIZ	EX-ABDULAZIZ	482' 3"	HELSINGOR VAERFT A/S	1984/1987/ 1996/2005
5	EL HORRIYA	EX-MAHROUSSA	478'	SAMUDA BROTHERS	1865/1950/1992
6	AL SALAMAH		457'	HOW AND LÜRSSEN	1999/2007
7	RISING SUN		452' 9"	LÜRSSEN	2005
[+] 8	SERENE		439' 4"	FINCANTIERI	2011
9	AL MIRQAB		437'	KUSCH YACHTS/ WEWELSFLETH	2008
10	OCTOPUS		414'	HOW AND LÜRSSEN	2003
11	KATARA		408' 2"	LÜRSSEN	2010
12	SAVARONA	EX-GUNES DIL, EX-SAVARONA III	407' 9"	BLOHM + VOSS AND KAHRAMAN SADIKOGLU	1931/1992
13	ALEXANDER	EX-MERCATOR ONE, EX-FRANKFURT 1, EX-REGINA MARIS	400' 1"	LUBECKER FLENDER	1966/1985/ 1998
14	A		390' 5"	BLOHM + VOSS	2008
15	TURAMA	EX-COLUMBUS CARAVELLE, EX-SALLY CARAVELLE, EX-DELFIN CARAVELLE	381' 11"	RAUMA-REPOLA SHIPYARD AND SETE YACHTS	1990/2004
16=	ATLANTIS II		379' 9"	HELLENIC SHIPYAROS	1981
16=	ISSHAM AL-BAHER	EX-AL SALAMAH, EX-PRINCE ABDULAZIZ, EX-ATLANTIS	379' 9"	HELLENIC SHIPYARDS	1973
18	LUNA		377' 4"	STAHLBAU NORD/LLOYD WERFT	2010
19	PELORUS		375' 8"	LÜRSSEN/KROGERWERFT	2003
20	LE GRAND BLEU		370' 1"	BREMER VULKAN	2000



1 ECLIPSE

WHILE NOTHING YET HAS ECLIPSED 533-FOOT *ECLIPSE*—that will happen in 2014 with a project underway at Lürssen, unless *Dubai* undergoes a rumored extension first—there definitely have been some changes in the stratosphere of super-superyachts. The list this year is younger in terms of average age, larger and more diverse in terms of ownership.

Boat International Media in the person of Roger Lean-Vercoe, the original editor of *The Superyachts*, began keeping score of the world's largest yachts with Volume Three, the 1990 edition. That year, the largest yacht—as ▶

2
8

[+] 8 SERENE

Built for a Russian owner under an extreme blanket of secrecy, ice-classed *Serene*, the first yacht from Fincantieri, the large Italian commercial shipyard in Muggiano, Italy, was launched in September 2010 with completion and sea trials in 2011. She is the largest yacht ever launched in Italy and features more than 48,000 square feet of interior space among seven decks, including 12 guest suites, two master suites, a snow room, plus two helipads, a hangar and multiple pools. Her builder's next project is 459-foot *Victory*.

top 20 SAILING YACHTS

RANK	NAME	LOA	BUILDER
			
1	SEA CLOUD	316' 1"	FRIEDRICH KRUPP GERMANIAWERFT
2	MALTESE FALCON	288' 9"	PERINI NAVI
3	EOS	271'	LÜRSSEN
4	ATHENA	260'	ROYAL HUISMAN
5	MIRABELLA V	246' 9"	VOSPER THORNYCROFT
6	PHOCEA	246' 5"	DCAN
7	VERTIGO	220' 6"	ALLOY YACHTS
8	AGLAIA	216' 6"	VITTERS
9	PILAR ROSSI	211' 1"	ALUKRAFT
10	FELICITÀ WEST	210'	PERINI NAVI
11	HETAIROS	196' 6"	BALTIC YACHTS
12	KOKOMO	191' 7"	ALLOY YACHTS
13	TAQUEY	190' 7"	PERINI NAVI
14	ETHEREAL	190' 5"	ROYAL HUISMAN
15	CREOLE	189' 8"	CAMPER & NICHOLSONS
16	TWIZZLE	188' 7"	ROYAL HUISMAN
17	ATLANTIC	185' 2"	VAN DER GRAAF
18	ATHOS	184'	HOLLAND JACHTBOUW
19=	ADIX	183' 9"	ASTILLEROS DE MALLORCA
19=	FIDELIS	183' 9"	PERINI NAVI

it had been since its launch in 1984—was *Abdulaziz*, the property of King Fahd of Saudi Arabia. At 482 feet, three inches, it was the annual anchor until *Dubai* arrived on the scene in 2003. Whereas *Abdulaziz* (now named *Prince Abdulaziz*) was proudly built in Denmark, making her, along with *Dannebrog*, one of two Danish-built yachts on the list, *Dubai* bears the stamps of Blohm + Voss and Lürssen and thus did her sea trials under a German flag.

But back to 1990, which puts us in a good position to see how the sheer length of yachts has crept up in the past 22 years—the yacht at the mid-point on that list was the 174-foot *Azteca II*, a 1984 CRN on her third owner and looking sharp with a 1988 refit. The final yacht on the inaugural list was 152-foot *Paraiso*; that's a name you may never have encountered unless you are a follower of *Feadship* and the late Jon Bannenberg. *Paraiso*, an absolute radical departure if ever there was one, and her ever-so-slightly smaller twin, 147-foot *Azteca*, were built simultaneously for the same Mexican yachting enthusiast, Emilio Azcarraga. These were the yachts that first pushed the envelope with glass in a superstructure. By 1998, *Paraiso* had lost her place in the top 100 and *Azteca II*, then sailing under the name *Princess Lauren*, was in 98th place.

New York-based engineer and naval architect Alan Gilbert began plotting the age and length of the 100 largest yachts in 1985 while serving at Sparkman & Stephens, and it has become a rather serious hobby for him. Gilbert's analysis is that the average length of yacht on the list has increased on average nine feet, eight inches per year. The length of the smallest yacht on the list has increased on average seven feet, four inches per year.

Let's jump ahead a decade from our first analysis in 1990 to *The Superyachts 2000*. After *Abdulaziz* and ▶



21=
40

100 largest superyacht SUPER FACTS

TOTAL LENGTH

30,502 feet

AVERAGE LENGTH

305 feet

FASTEST YACHT

Ecstasea with 35 knots

OLDEST YACHT

El Horriya in 1865

OWNERS WITH MOST YACHT FOOTAGE ON THE LIST

Roman Abramovich

Eclipse + *Luna* =
910 feet

David Geffen

Rising Sun + *Pelorus* =
828 feet

Paul Allen

Octopus + *Tatoosh* =
717 feet

21-40 WorldMags

RANK	NAME	EX-NAME	LOA	BUILDER	YEAR BUILT/ REFIT
21=	DILBAR		360' 11"	LURSSSEN	2008
21=	RADIANT		360' 11"	LURSSSEN	2010
23	LADY MOURA		344'	BLOHM + VOSS	1990
24	LOALOAT AL-BEHAR	EX-AL SAID	340' 9"	PICCHIOTTI SHIPYARD	1982
25	ATTESSA IV	EX-EVERGREEN	328'	EVERGREEN SHIPYARD	1998/2010
26	CHRISTINA O	EX-ARGO, EX-CHRISTINA, EX-HMCS STORMONT	325' 3"	CANADIAN VICKERS AND HOWALDT WERKE	1943/1954/ 2001
27	CARINTHIA VII		318' 11"	LURSSSEN	2002
28	SEA CLOUD	EX-PATRIA, EX-ANTARNA, EX-ANGELITA, EX-SEA CLOUD, EX-HUSSAR II	316' 1"	FRIEDRICH KRUPP GERMANIAWERFT	1931
29	LIMITLESS		315' 9"	LURSSSEN	1997
30	PALLADIUM		314' 11"	BLOHM + VOSS	2011
31	INDIAN EMPRESS	EX-AL MIRQAB	311' 8"	OCEANCO	2000
32	MAYAN QUEEN IV		305' 11"	BLOHM + VOSS	2008
33	TATOOSH		303' 3"	HDW-NOBISKRUG	2000
34	DUBAWI	EX-LEISURE WORLD I	297' 3"	CANTIERI NAVALI FERRARI AND PLATINUM YACHTS	1989/2008
35	NAHLIN	EX-LIBERTATEA, EX-LUCEAFARUL, EX-NAHLIN	296'	JOHN BROWN & CO AND BLOHM + VOSS	1930/2009
36	ICE	EX-AIR	295' 7"	LURSSSEN	2005
37	PHOENIX ²		295' 4"	LURSSSEN	2010
38	LAUREN L	EX-CONSTELLATION, EX-SUN BAY 1	295' 4"	CASSENS WERFT	2002/2007
39	ASEAN LADY		289' 2"	YANTAI RAFFLES SHIPYARD	2003
40	MALTESE FALCON		288' 9"	PERINI NAVI/YILDIZ SHIPYARD	2006

30 PALLADIUM



41-60 WorldMags

RANK	NAME	EX-NAME	LOA	BUILDER	YEAR BUILT/ REFIT
[+] 41=	FOUNTAINHEAD		288'	FEADSHIP-DE VRIES	2011
[+] 41=	MUSASHI		288'	FEADSHIP-DE VRIES	2011
43	ARCTIC P	EX-ARCTIC	287' 4"	F SCHICHAU AND MALTA DRYDOCK COMPANY	1969/1995
44=	KINGDOM 5KR	EX-TRUMP PRINCESS, EX-NABILA	282' 2"	FRATELLI BENETTI	1980
44=	SEVEN SEAS		282' 2"	OCEANCO	2010
46	ECSTASEA		282'	FEADSHIP-ROYAL VAN LENT	2004
47	CAKEWALK		280' 10"	DEREKTOR SHIPYARDS	2010
48	SUNRAYS		280' 6"	OCEANCO	2010
49	VIBRANT CURIOSITY		280' 5"	OCEANCO	2009
50=	DELMA	EX-ANNALIESSE	280'	NEORION	2004
50=	MOONLIGHT II	EX-ALYSIA	280'	NEORION	2004
52	PACIFIC		279' 6"	LÜRSSEN	2010
[+] 53	VALERIE		278' 10"	LÜRSSEN	2011
54	EOS		271'	LÜRSSEN	2006
55	O'MEGA		270' 8"	MITSUBISHI AND GOLDEN YACHTS	1984/2004
56	BASRAH BREEZE	EX-OCEAN BREEZE, EX-AL YAMAMAH, EX-QADISSIYAT SADDAM	269' 2"	HELSINGOR VAERFT	1981
57	SARAFSA		269'	DEVONPORT YACHTS	2008
58	ALFA NERO		266' 8"	OCEANCO	2007
[+] 59	AIR		265' 9"	FEADSHIP-DE VRIES	2011
60	NERO		265' 2"	CORSAIR SHIPYARD	2007

[+] 41= MUSASHI

Motor yacht *Musashi* is the second hull of the Feadship XL large custom yacht series, with yacht *Ocean Victory* being the first at 246 feet. Her naval architecture and her exterior design and lines were created by De Voogt Naval Architects with Sinot Yacht Design taking charge of her interior. She is named after Miyamoto

Musashi, a revered Japanese Samurai warrior, which points to her ownership by Oracle's Larry Ellison. Her size will allow more port access than his previous yacht, *Rising Sun*—number 7 on our list—which will be handy when his team defends the America's Cup on San Francisco Bay.



the now-long-in-the-tooth *El Horriya*, originally built for the King of Egypt in 1865, you had to drop down to number eight on the list, the 344-foot *Lady Moura*, to find a yacht less than 10 years old; and only seven of the top 20 could be linked to the previous decade, of those 10 were royal or state yachts. In fact, notes Gilbert, the average boat on the list was more than 16 years old. But today, following the explosion of interest in building yachts the size commoners could once only dream ▶

41 = FOUNTAINHEAD

Feadship Koninklijke De Vries shipyard in Makkum, launched *Fountainhead*, the third Feadship XL at the end of the summer 2011. *Fountainhead* and *Musashi* (its new sistership) are the largest yachts built by Feadship to date, at least until two larger yachts in build at the yards are launched: the 325-foot XL 1004 and a 333-footer under contract at Royal Van Lent.



41
53

top 10 MULTIHULLS

RANK	NAME	LOA	BUILDER
1	ASEAN LADY	289' 2"	YANTAI RAFFLES
2	PILAR ROSSI	211' 1"	ALUKRAFT
3	WHITE RABBIT	201' 5"	NORTH WEST BAY SHIPS
4	MOECCA	147' 8"	OCEANFAST
5	HEMISPHERE	145'	PENDENNIS
6	DOUCE FRANCE	138' 5"	ALU MARINE
7=	SEAFARIS	134' 6"	FORGACS
7=	SILVER CLOUD	134' 6"	ABEKING & RASMUSSEN
9	SARHA	131' 3"	ASD MARINE
10	LEDA	122' 8"	LLOYDS

[+] 53 VALERIE

Under the supervision of Moran Yacht & Ship, Lürssen launched *Valerie*, formerly known as Project Firebird, at the end of March 2011 from its facility in Rendsburg. The 279-foot *Valerie's* exterior was designed by Espen Øino International and the yacht's interior was designed by London-based Raymond Langton Design.

of, the average age of yachts on the list is less than seven years. If you remove the royal and state yachts from the current list, the average age of the remaining yachts in the top 20 is just over four years.

In 1990, the average top 100 yacht length was 188 feet; in 2000, 220 feet; 2010 saw a jump to 287 feet and for 2012, it's 305. Perhaps the most staggering statistic of all about this industry is this: The smallest yacht on our 2012 list, 240-foot *Siren*, would have been number 34 on the list in 2000.

The new big kid on the block for this list, coming in at number eight, is 439-foot *Serene*, launched in 2010 but completed and delivered just this past summer by Fincantieri, the first yacht from this renowned Italian builder of cruise ships.

We asked her designer, Pascale Reymond of Reymond Langton Design, to talk about what it means to be building a yacht in such rarified air.

"I have often wondered about the question of when does a large private vessel stop being a superyacht and become another species in the world of yachting. How much does a yacht need to grow before she stops being a superyacht?" Reymond posits.

"We are now entering 2012 and witnessing the flourishing of the next generation of hundred-meter-plus yachts. I have come to the conclusion, particularly with my experience of building *Serene*, that the definition of 'superyacht' has nothing to do with her size and is more about her design, and preferably her good design!

"*Serene* has been designed to be a creation far beyond a superyacht. She has been forced to follow certain marine regulations due mostly to her scale...however she remains very much a superyacht with a difference. ►

*"I have often wondered **when does a large private vessel stop being a superyacht and become another species** in the world of yachting. How much does a yacht need to grow before she stops being a superyacht?"*

— PASCALE REYMOND, DESIGNER

[+] 59 AIR

The newest *Air* is slightly smaller than the vessel she replaces, 296-foot *Air*, now *Ice* (36 on this list), launched by Lürssen in 2005, but she retains the same look and returned her owner to the yard that built his previous vessels, Feadship. She has a 26-foot contraflow pool, a sun deck gymnasium, massage and steam rooms and a pop-up cinema screen on deck. Her owner-mandated fully certified helideck is a Feadship first, as is the hull's matte black paint.



[+] 78 TANGO

Launched in mid-2011, the 255-foot *Tango* combines a white hull with a metallic gray-and-blue superstructure. She was a collaboration between Feadship Royal Van Lent, Eidsgaard Design, De Voogt Naval Architects and Edmiston & Company. Six guest cabins are located on the main deck with a dedicated owners' deck above.

61-80 WorldMags.net

RANK	NAME	EX-NAME	LOA	BUILDER	YEAR BUILT/ REFIT
61	BART ROBERTS	EX-NARWHAL	265'	CANADIAN VICKERS AND TRADEPOWER INTERNATIONAL	1963/2002
62	NORGE	EX-PHILANTE	263'	CAMPER & NICHOLSONS	1937
63	GOLDEN ODYSSEY		262' 11"	BLOHM + VOSS	1990
64=	AMEVI		262' 6"	OCEANCO	2006
64=	CONSTELLATION		262' 6"	OCEANCO	1999
64=	STARGATE		262' 6"	OCEANCO	2001
67	ATHENA		260'	ROYAL HUISMAN	2004
68	AL DIRIYAH	EX-MASSARRAH, EX-SERENDIPITY, EX-ULTIMA II, EX-DANGINN	258'	NATIONAL BULK CARRIERS	1960
69	PEGASUS V	EX-PRINCESS MARIANA	257' 11"	ROYAL DENSHIP-DANYARD	2004
70	DELPHINE	EX-DAUNTLESS, EX-USS DAUNTLESS, EX-DELPHINE	257' 10"	GREAT LAKES ENGINEERING WORKS	1921
71	TUEQ		257' 5"	GNS ROTTERDAM	2002
[+] 72=	AMARYLLIS		257' 4"	ABEKING & RASMUSSEN	2011
72=	C2		257' 4"	ABEKING & RASMUSSEN	2009
72=	EMINENCE		257' 4"	ABEKING & RASMUSSEN	2008
72=	TITAN		257' 4"	ABEKING & RASMUSSEN	2010
76	IV	EX-MADSUMMER	257' 3"	LÜRSSEN	2008
77	MONTKAJ		256' 1"	AMELS	1996
[+] 78	TANGO		254' 11"	FEADSHIP-ROYAL VAN LENT	2011
79	SAMAR		252' 3"	DEVONPORT YACHTS	2006
80	LADY SARYA	EX-LADY SARAH I, EX-LA BELLE SIMONE, EX-SARAH	250' 5"	CANTIERE NAVALE APUANIA	1972



[+] 72= AMARYLLIS

The 257-foot motor yacht that hit the waters of the River Weser is believed to be hull number 6492 and the fourth in a series of similarly sized superyachts from Abeking & Rasmussen, her predecessors being *Eminence* (2008), *C2* (2009) and *Titan* (2010).

Every yacht in this series designed by Raymond Langton Design has distinctive nuances in its exterior styling, and this new launch is no exception, sporting a blue hull and re-designed mast and sun deck with hardtop that distinguishes her from her sisters.

81-100 WorldMags

RANK	NAME	EX-NAME	LOA	BUILDER	YEAR BUILT/ REFIT
81	OCEAN VICTORY		248' 6"	FEADSHIP-DE VRIES	2008
82=	ANASTASIA		247' 8"	OCEANCO	2008
82=	REBORN	EX-BOADICEA	247' 8"	AMELS	1999
84	NORTHERN STAR		247' 4"	LÜRSSEN	2009
85	TALITHA	EX-TALITHA G, EX-JEZEBEL, EX-ELPETAL, EX-CAROLA, EX-USS BEAUMONT, EX-CHALENA, EX-REVELER	247'	FRIEDRICH KRUPP GERMANIA WERFT/DEVONPORT YACHTS	1930/1993
86	MIRABELLA V		246' 9"	VT SHIPBUILDING	2004
87	PHOCEA	EX-CLUB MEDITERRANÉE	246' 5"	DCAN	1976/1999
88	LEANDER G		244' 11"	PEENE WERFT	1992
89	ENIGMA	EX-KATANA, EX-ECO	244' 5"	BLOHM + VOSS	1991
90	DANNEBROG		244' 2"	DANISH ROYAL DOCKYARD	1931
91	ILONA		241' 9"	AMELS	2003
[+] 92	PEGASO		241' 6"	FREIRE	2010
[+] 93=	MOGAMBO		241' 4"	NOBISKRUG	2011
[+] 93=	SAPPHIRE		241' 4"	NOBISKRUG	2010
95	GIANT I		241' 2"	EMC HOLLAND	1973/2003
96	SALEM	EX-CUMULUS	241'	VAN DER WERF AND DEVONPORT	1964/1998
97=	DRAGONFLY	EX-SILVER ZWEI	240' 6"	HANSEATIC MARINE	2009
97=	RABDAN	EX-SILVER	240' 6"	HANSEATIC MARINE	2007
99=	LAUREL		240'	DELTA MARINE	2000
99=	SIREN		240'	NOBISKRUG	2008



[+] 93= SAPPHIRE

Sapphire was built for the same owner that commissioned the 220-foot motor yacht *Triple Seven* and *Siren* (No. 99=), a 240-footer that won the highly coveted Motor Yacht of the Year Award at the World Superyacht Awards in 2009. Once again designed by the Newcruise Yacht Projects & Design team and built by Nobiskrug,

the yacht provides much of the same modern facilities as *Siren* but with slightly different styling. The master suite offers a large study, bedroom, sitting room, dressing room and two bathrooms. Special features include a touch-and-go hydraulically retractable helipad on the aft deck, which was also seen on *Siren*.

[She] carries the essence of smaller vessels. *Serene* has the heart of many smaller yachts within her, which gives her a soul," Reymond says.

That's it really, when we look over the list of the world's 100 largest yachts year after year, there are those we gravitate toward, some because they are old friends, some because they come with a good story and some because their design simply speaks to us. For continuously updated lists of the largest yachts, power and sail, and other sorts of categories, visit and bookmark www.boatininternational.com/yachts/the-register/. ■

[+] 92 PEGASO

Pegaso is a 242-foot steel expedition-style motor yacht launched in 2010 from the Freire shipyard in Vigo, Spain. The largest superyacht ever to be built in Spain, she reportedly belongs to a well-known Mexican businessman who is to use her for oceanographic research. Details are scarce as the project was shrouded in secrecy since its inception, but it is understood that the yacht has a hangar for a 30-foot submarine. Styling is by the British studio H2 Yacht Design, interior design by the U.K.-based Mark Berryman and naval architecture by BMT Nigel Gee. The vessel is reported to have a cruising speed of 13 knots and a range of 10,000 nautical miles at 10 knots.



92

93=



PHOTOS BY CARL GROLL (MOGAMBO); JAVIER ALONSO (PEGASO)

look out for... DELIVERING IN 2012

RANK	NAME	LOA	BUILDER	COMMENT
<u>1</u>	YAS	462' 7"	ADM	EX-PROJECT SWIFT 141
<u>2</u>	VAVA II	314' 11"	DEVONPORT	UNDERGOING SEA TRIALS
<u>3</u>	Y707	285' 5"	OCEANCO	LAUNCHING AND SCHEDULED FOR DELIVERY IN 2012
<u>4</u>	ROCKY	285' 5"	LÜRSSEN	PRESUMED TO BE NAMED ACE, WILL LAUNCH EARLY 2012
<u>5</u>	Y708	280' 10"	OCEANCO	WILL SPLASH IN NOVEMBER 2012
<u>6</u>	NICKY	278' 10"	LÜRSSEN	WILL BE LAUNCHED IN EARLY 2012
<u>7</u>	129	262' 6"	CRN	FUTURE FLAGSHIP OF CRN, CURRENTLY COMPLETING FIT OUT
<u>8</u>	6493	257' 4"	ABEKING & RASMUSSEN	FIFTH HULL OF THIS SERIES TO BE LAUNCHED
<u>9</u>	806	255' 11"	FEADSHIP - VAN LENT	NO DETAILS
<u>10</u>	SMERALDA	254' 11"	HANSEATIC MARINE	THIRD HANSEATIC MARINE TO BE LAUNCHED
<u>11</u>	422	246' 1"	ADM KIEL	FIRST YACHT LAUNCH SINCE YARD CHANGED NAME FROM HDW
<u>12</u>	CSM74	242' 9"	SAN MARCO	DESIGNED BY TIM HEYWOOD
<u>13</u>	NEW HORIZON	242' 1"	TRINITY YACHTS	WILL BE THE FLAGSHIP OF THE U.S. YARD
<u>14</u>	GRAFFITI	241' 4"	NOBISKRUG	SISTER OF MOGAMBO, WILL DELIVER IN THE FIRST QUARTER OF 2012

[+] 93= MOGAMBO

Based on the same platform as *Siren* and *Sapphire*, *Mogambo* has a length of 241 feet, four inches, but her straighter lines were designed by Reymond Langton Design. The London-based office was also responsible for the interior. Her general profile and original paint scheme make *Mogambo* one of the sleeker superyachts launched in 2011. Little else is known about her at present, but we'll keep you updated.



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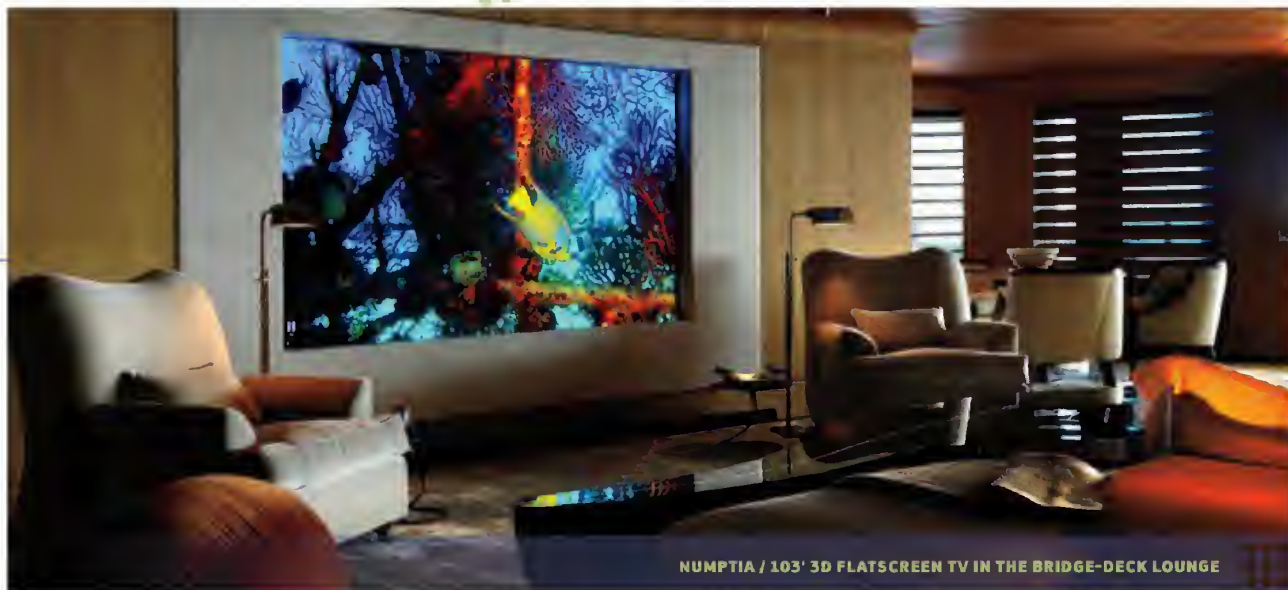


ESSENTIAL A/V

With an onslaught in new audio-visual technology, how does an owner choose the systems with the most lasting power?

TEXT BY KELLY SANFORD





NUMPTIA / 103' 3D FLATSCREEN TV IN THE BRIDGE-DECK LOUNGE

AUDIO-VISUAL ENTERTAINMENT HAS UNDERGONE a major metamorphosis in the last five years. With a tsunami-sized wave of new technology, many yacht owners are revamping “antiquated” systems (which may in truth be only a few years old) or struggling to wrap their minds around the options available for a new build design. It can be difficult to ascertain what’s here to stay and how to make good choices in A/V entertainment now, so we’ve turned to the experts.

THE YACHTING DISADVANTAGE

Advances in high-definition (HD) and digital technology have been exponential over the last several years. Systems that were oppressively expensive five years ago are remarkably affordable today, and innovative features such as live streaming reward our thirst for instant gratification like never before. Yet the ability to enjoy the same standard of affordable, instantaneous and unlimited access to digital programming is still in its infancy for yachts.

Steve Segall, president of Seattle-based Audio Video Concepts and Design, explains that bandwidth is a substantial hurdle for owners who want to take the entertainment technology they have in their home and bring it to their yacht. “Bandwidth is everything, because bandwidth equals speed,” he says. “When your home A/V system is directly attached to a fiber-optic cable, you can get lightning-fast access to massive amounts of digital programming. Though VSAT access to bandwidth on yachts is getting faster, this speed is very expensive and is still going to feel dial-up slow compared to what an owner might experience at home.”

For yacht owners hoping to do away with an onboard server for digital entertainment and switch to live streaming from a source like Netflix or The Cloud, Segall says the ability to do this is still a ways off. “Live streaming is great technology for in the home and at the dock where there is access to the Internet from a cable, but streaming is popular because there is instant access to just about

anything. Trying to duplicate this kind of experience will be neither instant nor gratifying if you are expecting fiber-optic quality and speed from data coming over a VSAT.... Achieving comparable speeds from satellite data is simply not feasible today. Can you get close? Possibly—there are certainly boats that have tried, but the hardware and service costs are astronomical and the result will not be equivalent...for now anyway.”

Segall prefers hardware and hard-copy media archives of digital music and movies on board—and in the home for that matter—because even though the convenience is not as remarkable as streaming, the quality from CDs and Blu-ray DVDs is substantially better. “In order for audio and video recordings to be transmitted digitally or streamed at high speed, the recordings must be compressed. If you really care about image and sound quality and want to get the most from your A/V investment, if you like to immerse yourself in music and movies, the experience is going to be far superior when the data has not been compressed,” he says.

In today’s market, there are a couple things a yacht owner needs to have on board for the A/V system to be highly functional and high performance and make the best use of the entertainment options available for a yacht. Segall says it starts with VSAT and both a wired and wireless network on the boat. He also recommends that every yacht owner make it a priority to hire at least one tech-savvy crewmember who can troubleshoot the computer and A/V technology and do no harm.

VISUAL IMPACT

Many options are available when it comes to the A/V display. Segall suggests starting with an HD native 1080p (pixel) resolution, multi-standard, network-connected smart TV in order to best make use of what is available now and what is soon to come. There is no magic formula in selecting the screen size. Although very large screens tend to take over a room, dedicated theater rooms



NORTHERN STAR / MEDIA ROOM WITH AMX MATRIX AUDIO SYSTEM, BOSE AND KALEIDESCAPE



CUSTOM-MADE MOUNTABLE SPEAKER FROM CAT

Advances in HD and digital technology have been exponential over the last several years. Yet the ability to enjoy the same standard of affordable, instantaneous and unlimited access to digital programming is still in its infancy for yachts.

are nearly ubiquitous on large yachts today. The current largest off-the-shelf displays are nearly fifty percent larger than they were five years ago—maxing out at 153 inches. Whether the screen is LCD or plasma is often a matter of personal preference as is the investment in 3D capability.

THE 3D DILEMMA

"The 3D experience is a subjective one which gets varied reviews as to whether it is good or not," says Segall. The objective issues with 3D are limited content in 3D programming and how the three dimensions are achieved. To see in 3D, the viewer must wear glasses, of which there are two types, active or passive, which best relay 3D images to a "sweet spot" directly in front of the screen. When contemplating 3D, carefully evaluate the room's layout and the viewing angles for people seated in that space before committing to that technology.

If you are on the fence about 3D, Segall says it may be worth waiting as 3D may soon be eclipsed by panel technology. Today's HD—1920 x 1080p resolution—is 2K technology. That standard is about to double. The next generation of HD will be 4K. Pixel counts will double and resolution and color will be exceptional. This technology will be slow in coming, but Segall suspects its eventual arrival will relegate 3D to the land of trends gone by.

MOVIE MENU

DVD players remain a necessary extension of a yacht's entertainment base, and Blu-ray is now the standard for this technology. Not only are the prices currently on par with standard DVD players, but Segall professes that the quality is so far superior that Blu-ray is definitely worth the commitment.

For now, the ultimate in onboard access to movies and music is still through a central server, like an HD, Blu-ray-compatible Kaleidescape, which is considered the apex pioneer in this kind of technology. The company has announced it is launching a downloadable service that will become available in early 2012. There are many other options for servers, too, and a budding trend is comprehensive, custom, multifunction systems that have been designed to suit an owner's preferences and can be controlled by off-the-shelf devices like an iPad.

THE SOUND OF MUSIC

Surround sound is the final ingredient of an A/V recipe for which "season to taste" is an appropriate metaphor. Sound is a much more diversified medium. Segall states that again, personal preference will play a major role in weighing sound options. He does emphasize that if you are retrofitting an existing system, you must add an HD/HDMI connector because the clock is ticking on analog.

For a top-of-the-line audio experience, the options are nearly unlimited. There are many high-quality sound systems available. Brian Barr, president of California Audio Technology CAT in Sacramento, California, explains that sound does not share video's limitations. The development of video technology is extremely expensive (it takes years to bring a new concept to the market), so variations in display technology are limited and rarely customized.

Audio components can be very simple and affordable and still effectively produce moderate volume and background sound. However, Barr explains that sound produced by inexpensive



COMPANIES LIKE ADVANCED NEW TECHNOLOGIES ARE ABLE TO REPURPOSE THE ONBOARD CINEMA TO FUNCTION AS A MINI OPERATIONS CENTER.

A highly functional A/V system on a yacht needs VSAT, both a wired and wireless network and, not least, a tech-savvy crewmember.

tions." The application of custom sound can range from off-the-shelf price compatibility to more than one million dollars for serious audio aficionados.

TV IN THE TENDER

The latest A/V craze in yachting is incorporating audio/visual entertainment in the tender. Newer, remarkably compact

materials tends to be slow, muddy, tubby or boomy. Superior sound requires dense enclosures, well-milled components and sophisticated electronics that will produce clean, accurate, fast, musical sound.

Sound quality comes from four interdependent components, says Barr. The first component is the enclosure, which is the box or cabinet. Products made from plastic and fiberboard are going to be undesirable because they cause audio distortion. He advises looking for dense construction materials (e.g. Corian, aluminum or 316L stainless steel) in the cabinet, which resist vibration.

The second component of an audio experience is the drivers, which are the parts that move—the woofer, mid-range and tweeter. Avoid components of simple construction, which may be made from plastic or paper parts, in preference to machined parts made from materials like aluminum or titanium for exceptional sound.

The third component is the crossover, or electronic control, which, depending on the sophistication of the device, can be tuned to compensate for the fabrics or grills that cover the speakers and are further calibrated to provide accurate sound in all listening positions. Finally, there are the amplifiers that, if powerful and accurate enough, can recreate rock concert volume and better than theater-quality sound.

The amount of space needed and the form factor of a high-end, off-the-shelf sound system often impedes its application on yachts. So to produce surround sound to complement the new HD standard, custom sound is an emerging trend in yacht design. Custom manufacturing of high-end sound components turns the vessel's voids into dense audio cabinets. Drivers are then milled out of high-end materials for "wristwatch accuracy" and sophisticated electronic controls are incorporated that calibrate the system to perform at what Barr calls "Formula One specifica-

satellite domes make adding television on your tender an easy adaptation. Although the smaller domes are not as powerful as their larger counterparts, in near-coastal applications tender A/V is more than a mere novelty.

In late October, New Zealand-based company Fusion debuted its 700 series True Marine line of entertainment systems, which will soon be appearing on a vessel near you.

A long time coming, Fusion entertainment systems are specifically designed for marine use. Dave Deacle with Fort Lauderdale, Florida-based Yachtronics says, "We like these systems; they're pretty impressive, and they have some really well-thought-out features like a USB and iPod dock."

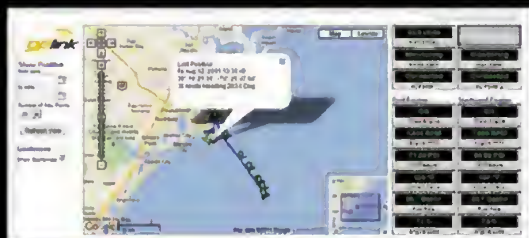
The most innovative feature is the Fusion 700 remote display's ability to be connected directly to the NMEA 2000 data bus and display any information from other sensors connected to the bus—including VHF and navigation electronics, without having to run a second cable—which makes this system particularly well suited for applications on the tender. Once installed, there are iPod/iPad apps, which allow the device to control the functions of the 700 system.

It's hard to imagine that less than 10 years ago, today's essentials like onboard wireless networks and entertainment servers were groundbreaking technology. Today, these features are commonplace, and yachts are able to stay connected and entertained like never before. Although still lagging a bit behind in some applications used daily in the home, contemporary choices for A/V entertainment aboard yachts are impressive. Entertainment technology advances have become exponential and despite our best efforts to keep up with all the latest trends, even the most impressive A/V will undoubtedly be eclipsed by innovations in the works now that will soon take our breath away. So take a seat front and center, adjust your 3D glasses and enjoy the show. ■



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EXTREME A/V

Remember the holodeck aboard the Starship Enterprise? We're not quite ready to make that a reality yet, but some companies are getting closer, taking today's audio-visual technology to new interactive heights (and quieter lows). You'll never look at another plain bar surface or boring overhead the same way again.

TEXT BY **BILL ANDO AND ROGER MARSHALL**

QUIET, PLEASE

Most of us are familiar with noise-canceling headphones. Many of us use them whenever we fly or are stuck on board with engines or generators running 24/7. Now comes an entire room noise-canceling system. The Active Noise Canceling system from Videoworks uses stand-alone speakers built into the walls.

Noise-canceling systems work by detecting the frequency of noises coming into the headset or cabin and emitting a similar noise but on the complete opposite side of the frequency spectrum. In the majority of cases the noise-canceling effects are not reduced to zero, but to a significantly lower level (sometimes a faint hiss can be heard). The

technology works best where the noise is consistent and at a constant frequency, so it's ideal for a yacht with the engines or generators running.

Videoworks' Active Noise Canceling system uses woofer speakers that measure 22.8 x 11.8 x 4 inches and can be hidden under leather or other soft materials. They operate in the frequency range from 25 to 200 Hz and detect and automatically compensate for any changes in frequency. Although they are very thin, the speakers use an advanced 32-bit analog digital signal processor and a dedicated digital power amplifier to get concert-level audio quality.

www.videoworks.it



WET, WAIT A MINUTE THAT'S NOT THE SKY

Why limit stargazing to when you're out on deck? Just because you're inside doesn't mean you shouldn't be able to see the sky. Dutch A/V, IT company Van Berge Henegouwen (VBH) has installed an overhead system on one yacht and is currently working on others that project an image on the ceiling of whatever the owner would like. One creative option is to use the existing sky as it is outside at any moment and project it in real time to move with the boat. Or, if the weather is inclement, run a saved version of a previous day's more pleasant sky. It also can be used as a security tool and project the surroundings at anchor. Another option is to use Computer Generated Imagery (CGI)—which can be used for still or moving images—on the wall as well as the ceiling. For instance, an image of growing ivy can be projected on a wall so that after 12 hours the wall is covered in climbing ivy with grapes representing each bottle in your growing wine collection.

www.bergehenegouwen.com

PLAYING AT THE BAR

While sipping your favorite cocktail, you can also play with the interactive bar thanks to VBH's multi-touch, waterproof surface. Select your favorite piece of music, watch a movie or share pictures of a recent journey. Photos also can be flicked across the room from the bar to a video wall with a small finger movement. Other options include checking the boat's itinerary or future weather conditions. The custom-made visuals on the bar's surface also respond to objects placed on it, such as making water ripple effects, which can be quite entertaining for guests.

In addition to the bar, the product adapts to other areas such as the wheelhouse or library. It's the same technology that powers the company's multi-touch navigation table that is controlled intuitively and also acts as a social device—guests can grab digital content with their hands and move or scale information with simple gestures and touches.

www.bergehenegouwen.com



LIGHTING GONE ORGANIC

Using Organic LEDs (OLEDs) developed by Philips, Promotech presents Living Shapes, an entire wall that reacts to movement and adjusts the light intensity levels as people move in front of it. Each Lumiblade OLED light source used is the thickness of a piece of paper, making it possible to create a warm, well-lit wall that uses very little power.

An organic LED has a layer of organic material between two electrodes with at least one of the electrodes being transparent, although it can be tinted with fluorescent dyes if desired. The transparent electrode can be on the back or the front depending on which direction the lighting is desired. If both sides are made transparent, then the light will be emitted from both sides. When power is applied to the electrodes they light up, giving a warm light usable for many applications.

OLEDs have wider viewing angles than conventional LEDs, and an entire wall of OLEDs might use less power than one halogen light. They can be printed onto different types of substrate; in the future it's expected they will be on flexible plastic or even embedded in clothing to produce flexible displays, heads-up displays, lighted curtains or any other creative feature that lighting designers might dream up. www.promotech-italia.it

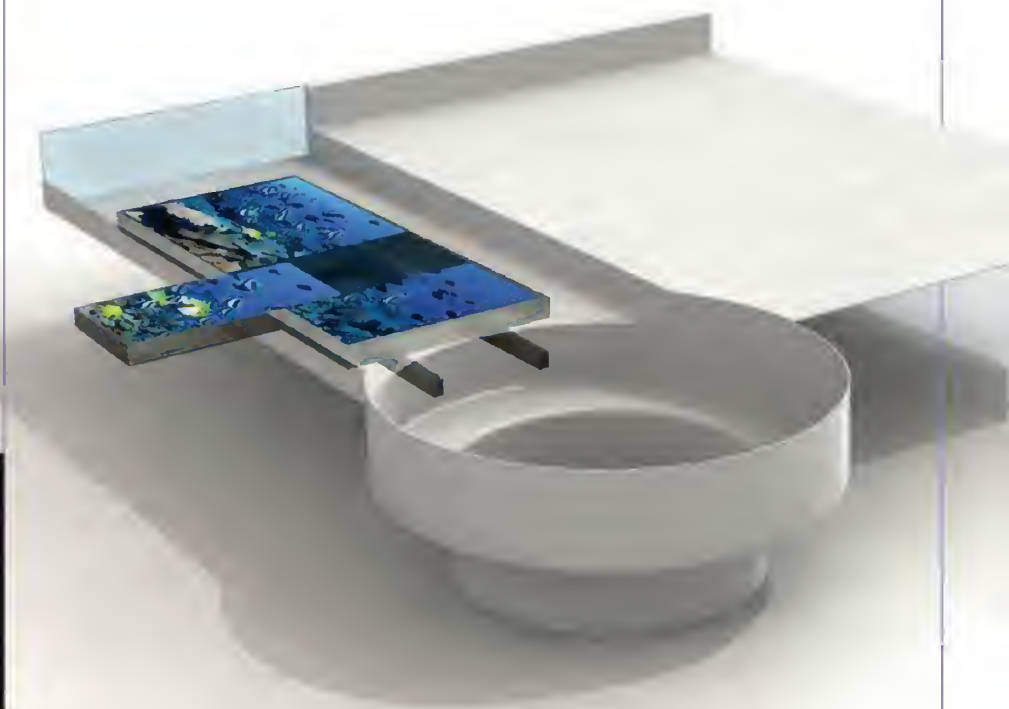


SNORKELING IN YOUR SWIMMING POOL

For a pool experience unlike anything you've ever had, there's the interactive pool from VBH. It projects an image into the water of anything you desire, but being a pool, the most obvious scene is a coral reef. Guests will swim above beautiful reefs with fish that respond to their movements.

The projection size on the pool bottom can be larger than 20 feet diagonally. This is something best planned during construction rather than retrofitted as the pool must be built with a glass bottom that can be serviced from below and the side, and a sensor must be installed above the pool to permit interactivity.

www.bergehenegouwen.com





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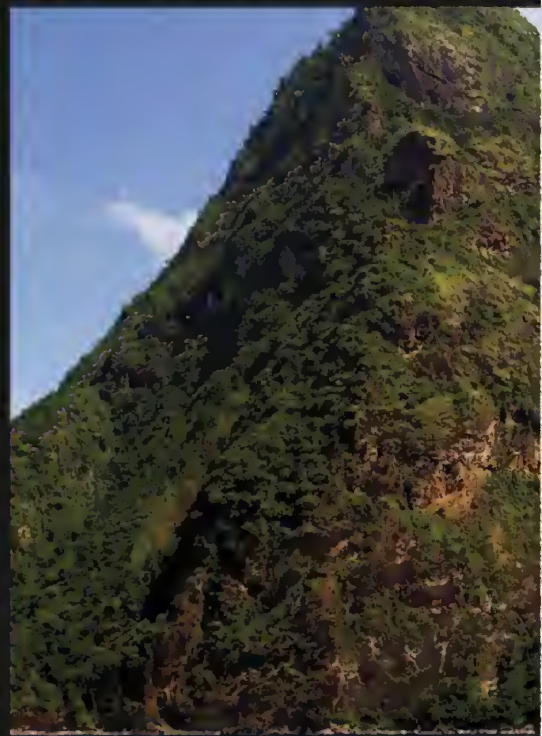
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TEXT BY DANIELLE ARAGON CABRERA



there's something about ST. LUCIA

"DID YOU KNOW THAT ST. LUCIA IS KNOWN AS 'THE HELEN OF THE WEST INDIES?'"

I am sitting on the plane at the Miami International Airport waiting to take off for St. Lucia as my neighbor to the right begins telling his wife every interesting tidbit he could recall from what I am sure were countless searches online. I smile, thinking that if my husband had come along he, too, would have been filling my head with enough trivia to make me a contestant on Jeopardy.

Wondering why anyone would ever compare the island of St. Lucia with Helen of Troy, I looked it up on my cell phone while we lingered at the gate. Apparently, the French and the English fought over St. Lucia for more than 150 years during Colonial times, trading it back and forth 14 times before the Brits finally won in 1814. I couldn't help but think, "What is all the fuss about, must be one hell of an island!" Three hours later, as our plane landed at Hewanorra International Airport, I was ready to find out.



I was met by Captain Russ White of the 120-foot Inter-marine motor yacht *Chosen One*, who was to be my host for the next couple of days. Saving us the hour-and-a-half drive to the other side of the island, we quickly were whisked away by helicopter for a tour of the island's picturesque west coast and over the drive-in volcano (the only one in the world) to *Chosen One*'s slip at Rodney Bay Marina, the yacht's home for the summer yachting season. *Chosen One* uses St. Lucia as a jumping-off point for her charters, making use of the concessions recently made by the St. Lucian government that allow yachts to stay in St. Lucian waters for up to six months, waive many import duties and taxes and reduce clearance fees.

For *Chosen One*, choosing St. Lucia as a base is largely due to the myriad diving spots found in the area and the varied cruising grounds that can be reached from its waters. A St. Lucia, St. Vincent and Tobago Cays charter makes the most of the unspoiled beauty found in countless secluded islets as well as five-star resort luxuries.

Most of St. Lucia's nightlife and entertainment options are located in the Rodney Bay area of Gros Islet in the north and close to our slip at the Rodney Bay Marina, which we found to be *the* place to be on a Friday night because of the Friday Night Jump Up street party. Sections of the town are closed to cars and people dance on the streets to pumping music.

this page
After sampling the island's more active pursuits, nothing beats a nap in a beach hammock topped off with catching the dramatic sunset from Ladera resort's veranda (top left).

Plenty of grilled street food and drinks are available, really allowing us to take in St. Lucia's culinary charms, which combine both British and French influences from long ago as well as the melting pot of the flavors and cultures that have made the Caribbean such an exciting culinary amalgam. Nearby, the fishing village of Anse La Raye has a Friday Night Fish Fry, a hangout spot to eat your fill of fresh local seafood and delight in live outdoor entertainment.

The next morning, we embarked on an early morning cruise down St. Lucia's rugged and mountainous west coast towards the town of Soufrière, hoping to nab one of the few mooring balls available for yachts between the Pitons—dropping anchor is not allowed in this national park. A UNESCO World Heritage Site, the Pitons are two volcanic peaks that jut dramatically towards the sky—the Piton Mitan ridge links Gros Piton and Petit Piton. Hiking the Pitons is not for the faint of heart or for the exercise challenged, as both peaks are more than 2,000 feet above sea level and take around three to four hours to climb and descend. As we climbed Gros Piton, the easier of the two, we encountered rare birds and monkeys as well as a change in vegetation from tropical to rainforest. Reaching the summit of either Piton affords incredible views of the surrounding areas and the Caribbean's beautiful crystal blue water. The climb back down is an experience onto



Hiking the Pitons is not for the faint of heart or for the exercise challenged, as both peaks are more than 2,000 feet above sea level and take around three to four hours to climb and descend.



itself but well worth the trouble. We concluded our Piton adventure with a well-deserved and aptly named Piton beer at Ladera, a boutique resort wedged up high between the Pitons. Ladera's open-air Dasheene Restaurant & Bar serves up local West Indian cuisine and served us a commanding view of *Chosen One* moored between the two Pitons with the sun setting behind it.

We awoke the next morning to a perfect Caribbean day, just the thing as we were to spend it using the yacht's host of water toys, personal watercraft and dive equipment. This was to be my first dive and I was a jumble of nerves. Being a writer and all, one tends to have an overactive imagination, and I dreamed up different scenarios that all concluded with me drowning on my 31st birthday (which I was lucky enough to be spending in St. Lucia). Not that I had anything to fear as *Chosen One* has two very experienced divers on board; the chief stew was our instructor and dive master. After all the pomp and circumstance that is part of a Discovery Dive course, we set out for Superman's Flight along Petit Piton, a drift dive that is named after the "Superman II" movie, which was filmed right in Anse des Pitons. It's an easy descent dive for beginners; the dive master can have everyone hold onto a line and be carried by the current—sea life can be seen starting at 15 feet and down to about 100 feet for more experienced divers.

this page
St. Lucia's picturesque, rugged terrain can make travel by road tedious, but a yacht affords easy movement, from the Pitons on the west coast (top right) to rainforest ziplining on the east side (bottom left).

Another dive off of Petit Piton is Piton Wall, a vertical drop-off that starts at 25 feet and descends to 600 feet plus. This is a prime spot for seeing green and hawksbill turtles as well as stingrays. Although the sites between the Pitons are more popular due to the views above the sea, St. Lucia has diverse diving sites all around the island, including the artificial reef wreck of the *Lesleen M*, 25 minutes off Anse Cochon. The wreck lies in 67 feet of water at the stern and 50 feet at the bow, but the top deck sits at around 35 feet beneath the surface making it a good dive for beginners and more experienced divers alike. After our afternoon of diving we visited Jade Mountain Resort, perched atop the highest point of Anse Chastanet near Soufrière. Designed by the resort's owner, architect Nick Troubetzkoy, the resort is organic in every sense of the word. Spires tower towards the sky with glass-covered rebar protruding from the ends, creating a light and color display when the sun shines through. Pedestrian bridges lead to each of the private three-walled villas—the missing fourth wall is a window to the picturesque Pitons and stunning ocean views. We dined in the open-air restaurant, which grows its own produce and herbs and also doubles as a lounge and pool area.

We remained at anchor between the Pitons for another day, riding out bad weather and thus opting to spend a day at the Rainforest Spa located within the five-star Jalousie



fact file

SIZE: 27 miles long by 14 miles wide (238 square miles)

POPULATION: 170,000

GOVERNMENT: Independent member of the British Commonwealth

LANGUAGE: Officially English, but many speak French Patois

CURRENCY: Eastern Caribbean dollar
1 US\$ = 2.67 EC\$
(U.S. dollars are widely accepted.)

AVERAGE TEMPERATURE:
83-87 degrees Fahrenheit

TRAVEL REQUIREMENTS: Visitors must carry valid passports. Visas are not required when the visitor is a citizen of the U.S. or certain Commonwealth countries, or where there is agreement for exemption between the home country and St. Lucia.

AIRPORT: Hewanorra International Airport (UVF) in the south services international flights. George F.L. Charles

Airport (SLU) in the north is used for inter-island flights. From the U.S. There is service to St. Lucia from most U.S. gateways via JetBlue, Delta, American Airlines and U.S. Airways.

MARINAS:

Rodney Bay Marina 253 slips for yachts up to 280 feet with drafts of up to 15 feet. Rodney Bay is also an official port of entry with Customs and Immigration offices.
www.igy-radneybay.com

The Marina at Marigot Bay 40 slips for yachts from 30 feet to 250 feet with drafts of up to 16 feet and a maximum beam of 44 feet
www.marigotbaymarina.com

TOURISM AUTHORITY:
www.stlucia.org

CHARTERING CHOSEN ONE:

Camper & Nicholson's
Tel: (954) 524-4250
Email: dk@ftl.cnyachts.com
www.camperondnicholson.com



Plantation, proving that even in inclement weather St. Lucia still has something to offer. Set apart from the resort itself and up in the rainforest, the spa treatment huts and sauna are built on stilts over a running stream. The complex also has a relaxing retreat area and a healthy lunch menu so that guests do not have to leave this relaxation bubble.

Our last day in St. Lucia had us motoring back towards the Marina at Marigot Bay where we were to catch a car ride back to the airport. With a couple of hours to spare before our flight and recalling our wonderful experience the day before at Jalousie's spa, we could not help but sample what was on offer at the Lapli Spa and shopping in the quaint marine village.

What has sometimes been considered a land of cruise ships and all-inclusive resorts, St. Lucia is poised to receive an

influx of the yachting lifestyle that has been popular with the Caribbean's "milk-run" destinations such as St. Barths, and it is certainly ready to compete. The Saint Lucia Jazz Festival, held every May, is now considered one of the Caribbean's top events. The recent concessions made by the St. Lucian government will not only increase the possibility of St. Lucian-based subsidiaries of large yachting companies but also bring a larger amount of charter clients and possibly provide another flag country option in the future. The possibilities seem endless for St. Lucia, something those countries that battled over this small island centuries ago clearly realized as well, but today its potential lies as both a destination and as a Leeward Island yachting hub. Helen of Troy really doesn't have anything on St. Lucia. ■

KAREN LYNN INTERIORS | YACHT INTERIORS FROM 50'-250'

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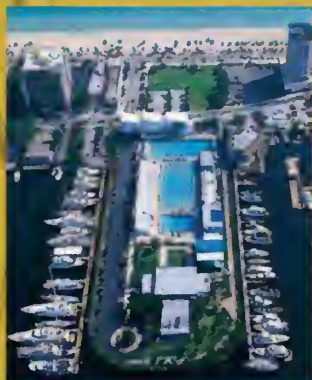
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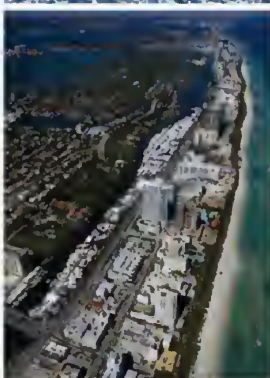
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EVENT RECAPS

**SUPERYACHT DESIGN
SYMPOSIUM**
PALM BEACH, FLORIDA
PAGE 116

**BOYS & GIRLS CLUBS
RENDEZVOUS**
PALM BEACH, FLORIDA
PAGE 118

FEBRUARY

3-4

**Viking/Princess Yachts VIP
Boat Show Preview**
Riviera Beach, Florida

10-19

CNR Eurasia Boat Show
Istanbul, Turkey

16-20

**Miami International Boat Show and
the Yacht & Brokerage Show**
Miami Beach, Florida

MARCH

6-11

HISWA Amsterdam Boat Show
Amsterdam, The Netherlands

13-17

Dubai International Boat Show
Dubai, U.A.E.

14-17

**Caribbean Superyacht Regatta
& Rendezvous**
Virgin Gorda, B.V.I.
Twenty-five yachts have registered
interest in the second annual event that
combines sailing and socializing in the
British Virgin Islands. See page 115.

22-25

St. Barths Bucket Regatta
St. Barths, F.W.I.

22-25

Palm Beach International Boat Show
West Palm Beach, Florida

APRIL

2-7

Les Voiles de Saint Barth
St. Barths, F.W.I.

12-15

Antibes Yacht Show
Antibes, France

19-22

China International Boat Show
Shanghai, China

19-24

Antigua Classic Yacht Regatta
Antigua, W.I.

27-29

Singapore Yacht Show
Sentosa Cove, Singapore

MAY

5

World Superyacht Awards
Istanbul, Turkey
For the first time, the prestigious prize
giving will be held in Istanbul, Turkey.
Book your table now. See page 114.

16-27

Cannes Film Festival
Cannes, France

24-27

**Sanctuary Cove International
Boat Show**
Sanctuary Cove, Queensland, Australia

24-27

Monaco Grand Prix
Monte-Carlo, Monaco

JUNE

4-9

Loro Piana Superyacht Regatta
Porto Cervo, Sardinia, Italy
One of the Med's most popular regattas
adds on racing days. See page 115.

18-22

Newport Charter Yacht Show
Newport, Rhode Island

21-24

The Rendezvous in Monaco
Monte Carlo, Monaco
Superyacht owners return to Monaco for
fun on the water and parties on land. See
page 115.

22 EDITORS' PICK: NEW LOCATION!

ShowBoats Design Awards
Monte Carlo, Monaco
The third annual awards ceremony
celebrating the best in yacht design is
moving to Monaco this year. See page 115.

EVENT NEWS



Make your table applications for the 2012 World Superyacht Awards

Nominations for the 2012 World Superyacht Awards are now closed, and the outstanding finalists will be announced in the March issue of *ShowBoats International*. Superyacht owners and leading industry professionals will join us at the prize giving, which will take place at the Çırağan Palace Kempinski in the magical city of Istanbul, Turkey, on May 5, 2012. Combining a glittering awards ceremony with a gala dinner and spectacular entertainment, the awards will be complemented by an exciting cultural program organized in collaboration with local partners and sponsors.

To make your bookings and for further information, please visit www.worldsuperyachtawards.com.



MARK YOUR CALENDAR

CARIBBEAN SUPERYACHT
REGATTA & RENDEZVOUS
March 14-17, 2012

WORLD SUPERYACHT
AWARDS
May 5, 2012

LORO PIANA SUPERYACHT
REGATTA
June 4-9, 2012

THE RENDEZVOUS IN
MONACO
June 21-24, 2012

SHOWBOATS DESIGN
AWARDS
June 22, 2012



THE RENDEZVOUS IN MONACO TO HOST THE SHOWBOATS DESIGN AWARDS

Sail and motor yacht owners from all over the world will return to Monaco this June to enjoy four days of fun on the water and an exciting land-based social program in one of Europe's most glamorous yachting destinations.

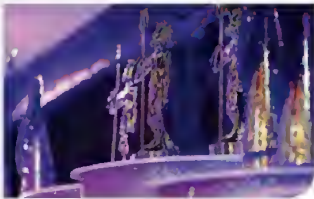
An exciting addition to the 2012 program will be the third annual ShowBoats Design Awards, relocating from Palm Beach, Florida, to the heart of yachting in Monaco. Many of the newly launched finalist yachts will be in attendance, taking their place in the lineup and joining in the festivities before the presentation of the coveted golden Neptune awards on the penultimate evening of The Rendezvous.

Owners are encouraged to make the most of their yachts and toys at The Rendezvous. On-the-water activities will include a tender treasure hunt around the Principality, a cruise-in-company to beautiful Paloma Beach in Saint-Jean-Cap-Ferrat and an evening cruise to Cap d'Antibes for the legendary Diamonds & White Party.

Register your interest in participating at www.superyachtrendezvous.com.



ENTRIES FOR THE 2012 YOUNG DESIGNER OF THE YEAR AWARD NOW OPEN



The Young Designer of the Year competition returns in 2012 with the task of uncovering the industry's up-and-coming creative talents. The winner will be chosen by a panel of well-known yacht designers and will receive €5,000 prize money, as well as a golden Neptune trophy. The top five final-

ists will benefit from a host of enviable opportunities aimed at advancing their burgeoning careers, including complimentary access to the two-day Superyacht Design Symposium and an all-expenses-paid trip to visit the Lürssen shipyards in Germany.

Entries are invited from current

students of yacht design and practicing yacht designers who graduated from a bachelor's degree course (or the international equivalent) in 2010 and thereafter.

The competition brief, rules and entry requirements are available at www.showboatsdesignawards.com/young-designer/.

MORE THAN 20 YACHTS SIGNED UP FOR CARIBBEAN SUPERYACHT REGATTA & RENDEZVOUS

The Yacht Club Costa Smeralda (YCCS) has been putting the final touches to its new Clubhouse in Virgin Gorda, B.V.I., in preparation for the Caribbean Superyacht Regatta & Rendezvous in March. Its new superyacht marina in the idyllic setting of North Sound, Virgin Gorda, will play host to a stellar fleet of super-sailing and motor yachts for four days of racing, cruising, parties and receptions.

The event looks set to be a highlight of the Caribbean season, with more than 20 of the world's largest, loveliest and fastest yachts already registered to participate. The diverse fleet includes classic designs such as Burger's beautiful 110-foot motor yacht *Chantideer* and Vitters' 179-foot ketch *Marie*, as well as recent launches from leading shipyards including Fitzroy's award-winning, 163-foot sloop *Zefira*.

Reserve your place at www.superyachtregattaandrendezvous.com/register/.



RACING EXTENDED FOR THE LORO PIANA SUPERYACHT REGATTA



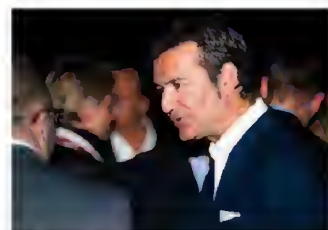
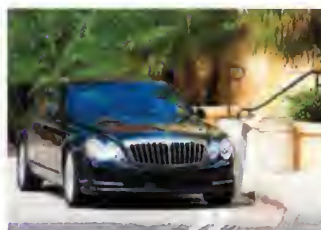
Registrations are now open for one of the Mediterranean season's most popular superyacht regattas. Now in its fifth year and a well-established fixture on the superyacht calendar, the Loro Piana Superyacht Regatta attracts a spectacular fleet of

some of the world's most notable sailing superyachts. This year's event, held June 4-9, has been extended to include five days of racing organized by the expert race committee of Yacht Club Costa Smeralda (YCCS). The regatta is organized by Boat

International Media and hosted at YCCS in the stunning waters of Sardinia's Emerald Coast.

Entries are now being accepted for yachts with a length overall of 80 feet and longer through the website www.loropianasuperyachtregatta.com.

For further event information, contact Alexis Davis at +44 (0) 20 8545 9334, alexis.davis@boatinternationalmedia.com, or Holly Lunn at +44 (0) 20 8545 9336, holly.lunn@boatinternationalmedia.com.



Meeting of the Minds

Owners and industry come together at the Superyacht Design Symposium.

TEXT BY MARILYN MOWER PHOTOGRAPHY BY JEFF BROWN, SUPERYACHT MEDIA / MARK SIMS

A NEW FORMAT DESIGNED for enhanced interactivity took the fourth annual Superyacht Design Symposium to new heights October 24 and 25, 2011, at the Ritz-Carlton in Palm Beach, Florida. A record number of delegates were eager to wade into topics as diverse as the use of glass on superyachts, tender stowage and managing risk.

A unique feature of the two-day meeting of the minds was the inclusion of yacht owners on several of the panels. Ed and Marie Bosarge, owners of the sailing yacht *Marie*, for example, were instrumental in the exchange of ideas on the topic of "Designing and Building a Superyacht Around the Lifestyle-Specific Needs of

an Owner." Owner and designer Kirk Lazarus shared his personal insights on how having a brother with MS influenced his ideas about both interior and exterior spaces.

Several of the topics were investigated from "both sides of the table" so to speak, such as "Moving Toward a Greener Yacht," which became a 360-degree view encompassing ideas of naval architects, the owner of motor yacht *Exuma*, two technology specialists and even the owner of a repair and refit yard. Several case studies were also presented including the rebuild of 328-foot *Atessa IV* and the construction of 439-foot *Serene*.

Chairman of the Symposium Nigel Campbell brought a new



"It was great to see the regular problems and questions I face every day from a different perspective..."

TIM HEYWOOD, YACHT DESIGNER, TIM HEYWOOD DESIGN LTD.

salon-style format to the event and sprinkled the information sessions with questions directed at the various participants and audience members as well, making for a relaxed exchange of ideas that made it difficult to end the sessions.

A welcome consequence of the event was the collegial atmosphere and networking that ensued in advance of the Show-Boats Design Awards and the Fort Lauderdale International

Boat Show later in the same week. Despite the fact that many of the participants likely would be competing later, they voiced a common enthusiasm for innovation, increased professionalism and the advancement of super-yacht design and construction.

The Ritz-Carlton was a new venue for the event and the hotel pulled out all the stops to make magic, from Wi-Fi service in the meeting room to magnificent venues for meals, including a star-spangled poolside buffet dinner and a spectacular beachside luncheon under the palms. ■



Yachting for a Worthy Cause

ShowBoats International Boys & Girls Clubs Rendezvous, November 10-12, 2011

TEXT BY **RISA MERL** PHOTOGRAPHY BY **CLAY WIELAND / FOREST JOHNSON / ROBERT STOLPE**

IF TIME IS MONEY, then collecting one million dollars for a single charity in a three-day weekend is a pretty impressive use of time. Just ask the Boys & Girls Clubs of Broward County, Florida, one of the largest Boys & Girls Clubs organizations in the U.S., which benefitted from fundraising during the 24th annual ShowBoats International Boys & Girls Clubs Rendezvous.

Rick and Rita Case founded the Rendezvous, held every November, more than two decades ago, turning to the generosity of the yachting community to help fund programs for at-risk children. *ShowBoats* has been the title sponsor for nine years, a tradition that Boat International CEO Tony Harris pledges will live on as long as he's at the helm.

Event co-chairs Harris and Howard Meyers, chairman of Burger Boat Company, along with Wayne Huizenga Jr., owner

of Rybovich Marina, welcomed guests to the newly expanded and remodeled Rybovich facility, starting off the weekend with a yacht hop and dine-around-the-docks experience.

After browsing and bidding on items in the luxe tent, attendees enjoyed gourmet fare on the docks, creative cocktails aboard the yachts and witnessed the christening of Newcastle Shipyards' newly launched 180-foot *Harbour Island*. This was followed by a jaw-dropping fireworks display lighting up the sky over the 16 participating yachts.

The next day, guests took part in a Ferrari/Mercedes luncheon ride and drive courtesy of Ferrari Maserati of Palm Beach and Mercedes-Benz of Palm Beach. In the evening, the beautiful Henry Morrison Flagler Museum transformed into a swinging gin joint as revelers attended the Gatsby-themed Palm Beach 100th anniversary celebration while decked out in roaring '20s



this page clockwise
 Roaring '20s at the Flagler Museum;
 a beautiful day for a clambake;
 Doug and Linda Von Allmen enjoy
 a dance; magician Jeff Edmonds
 entertains the kids; Felix Sabates
 receives a Ulysse Nardin timepiece
 from CEO Patrik Hoffmann and Rick
 Case, the Club's culinary division.

attire, dancing to the sounds of the Veronica Martell Orchestra.

The fun continued the following day with a clambake luncheon at Rybovich. Guests who broke away from the marina for the Milhous Museum Last Chance Tour in Boca Raton were not disappointed; brothers Robert and Paul Milhous spent a lifetime collecting mechanical musical instruments and classic cars and built a museum that displays them among assorted Americana. They feel their collection and the museum is now complete and are set to auction it off with Sotheby's and RM Auctions in February.

The Rendezvous concluded with a black-tie gala at Donald Trump's Mar-a-Lago Club in Palm Beach. A record-breaking 477 guests enjoyed a sumptuous dinner, thrilling live auction and a memorable performance by the Doobie Brothers. During the gala, members of the Admirals Club (those who have donated

private gifts of \$50,000 annually at the Rendezvous to benefit the Boys & Girls Clubs of Broward County) were honored on stage and were presented with custom made, one-of-a-kind timepieces courtesy of event sponsor Ulysse Nardin.

During his speech, Boys & Girls Clubs CEO Brian Quail noted how the money earned at this event goes to feeding children in need in Broward County who might otherwise go to bed hungry through the Keep It Simple Snack (KISS) program, which in 2011 added a supper component. In the first 12 weeks of the new program, KISS served 64,615 hot meals and 60,218 snacks.

Event organizers are already busy planning next year's program, promising to make the 25th anniversary one to remember with top name entertainment all weekend. As for this year's festivities, founder Rick Case summed it up best, "It was a great event, and it was all for the kids." www.yachtrendezvous.com



Registration now open for

LORO PIANA SUPERYACHT REGATTA 2012

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Registrations are now being accepted via the website

www.loropianasuperyachtregatta.com

For further information on the Loro Piana Superyacht Regatta please contact
Alexis Davis | alexis.davis@boatinternationalmedia.com | +44 (0) 208 545 9334



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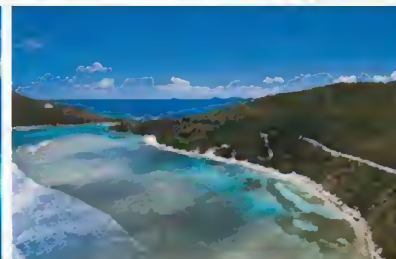
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WorldMags.net breaking the CODE

SAFETY IS FOREMOST IN THE CHANGES COMING TO THE MCA'S LARGE YACHT CODE

TEXT BY BRANSON BEAN

THE THREE SIMPLE CHARACTERS "LY3" seem mundane, but some might say that in at least one respect they have saved the superyacht industry from a near-death experience.

Short for Large Yacht Code 3, LY3 is successor to the current LY2, developed by the UK's Maritime and Coastguard Agency (MCA) for Red Ensign-flagged vessels. Still in draft, LY3 not only will replace LY2, but it also builds upon the previous proposed LY2 Edition 3, which was released earlier in 2011. The Large Yacht Code applies to charter yachts 24 meters and longer and less than 3,000 gross tons, carrying no more than 12 passengers.

Regarding averting that near-death experience, LY3 certainly goes a long way toward blowing away some of the doubt that was beginning to cloud yacht-building schedules due to the upcoming requirements of the Maritime Labour Convention, 2006 (MLC, 2006). More mundanely, this latest Code also addresses private submarine issues, the expanding girth of persons aboard yachts, fire hazards of laundries and galleys, elevators and mandatory radio watches.

MLC EQUIVALENCIES

The specter of the International Labour Organization's MLC, 2006 may have many people wondering if new yachts under 150 feet could even be built. Written to protect commercial seafarers' rights, MLC, 2006 stipulates crew accommodation sizes

that would be difficult to fit within the confines of a yacht; studies show that yacht guests would lose approximately 40 percent of their space to crew. And because superyachts were not specifically excluded at the time of writing the Convention, they are included—and both flag and port states will enforce the regulations internationally. The Convention comes into effect 12 months after 30 member nations sign; current predictions are for spring 2013.

For yacht owners and builders, LY3 brings some really good news,

offering some certainty as to what might be permissible for yachts under these upcoming regulations. Recognizing that practicable sleeping accommodations may not easily meet the full MLC requirements, LY3 uses the term "equivalent"—focusing on the intent as opposed to the strict letter of the law.

The 169-page LY3 draft devotes more than 10 pages to the MLC, 2006, adding two new sections, 21A and 21B, to implement substantially equivalent arrangements to the crew accommodation requirements of MLC.

For example, for vessels less than 3,000 gross tons, MLC, 2006 strictly prescribes a very exact 4.5 square meters (48 square feet) or more of free floor area for a single-occupancy cabin, not less than seven square meters (75 square feet) if occupied by two seafarers. To provide room in a cabin for sufficient movement on yachts under 1,250 gross tons, LY3 allows reduced floor areas on a sliding scale between 3.6 and 4.5 square meters (39 and 48 square feet) for a single cabin and 6.2 and 7 square meters (66 and 75 square feet) for a double cabin.

LY3 tries to take into account the unique shape and structure of a smaller yacht's hull. Thus, if the cabin shape and bunk placement allows free movement of a seafarer's upper body, "a reduced free floor area may be provided with the Administration's agreement, but should not be less than one square meter per seafarer."

LY3 brings some really good news, offering some certainty as to what might be permissible for yachts under MLC, 2006.

THE GALLEY

"It's a bit surprising that [the galley] has not been addressed before,"

observes Mark Towl, policy manager for large yachts at the MCA. Particularly since—as Franc Jansen, director and head of YPI Management, points out—"Some of the most damaging fires lately in yachts have been starting in the galley and laundry."

The draft LY3 recognizes that a yacht's galley can be a hazard to all on board because of the combustible nature of grease in the atmosphere as it collects in exhaust ducting, much like soot in a chimney.

To keep any combustion that might start in the galley within the

galley for as long as possible, galleys in yachts laid down on or after January 1, 2015 are to be enclosed by "B-15" Class fire boundaries—a technical standard for fire resistance. LY3 will recommend vessels constructed prior to 2015 also comply.

LY2 addressed this by simply trying to prevent the fire from spreading, requiring a damper to shut off the gas flow at the lower end of the duct and then inside the ducting itself. In larger yachts a grease trap is required.

Containing a galley fire in the galley, doesn't do much to save whatever happens to be inside the galley. That includes cables and wiring, meaning that even a well-contained galley fire could still affect other spaces in the yacht. LY3 directs that cables and wiring serving essential or emergency power, lighting, internal communications or signals be diverted around the galley (and laundry as well as machinery spaces and fuel storage). In addition, ventilation ducts for accommodations, galleys, service spaces or control stations are not to pass through machinery spaces, areas containing fueled vehicles or fuel storage spaces, unless the ducts are steel.

ELEVATORS

Getting stuck in a dark, broken elevator is unpleasant for anyone, but even more so in a seaway. Elevator doors that open suddenly to a cavernous open shaft rather than a paneled waiting elevator do nothing to improve a guest's experience.

In addition to specifying that elevators shall be designed, constructed, installed and tested by a competent person, LY3 specifies that an elevator's construction and installation for marine use needs a certificate, including a load test from a classification society, an insurer or the manufacturer.

THE RADIO

Section 16 of LY3 is devoted to a yacht's radio and applies to all vessels. It requires a yacht during "its intended voyage" to be able to transmit ship-to-shore distress alerts by at least two separate and independent means, each using a different radio communication service, and receive shore-to-ship distress alerts. In addition, a yacht must be able to transmit and receive ship-to-ship distress alerts, search and rescue coordinating communications, on-scene communications, signals for locating by radar, maritime safety information and bridge-to-bridge communications.

LY3 also directs what main and backup power is required and sets radio watch standards mandating a continuous watch at sea.

THE SUBMERSIBLE

Submarines are undeniable fun but they're inherently dangerous. Operating a submarine is definitely not like riding a personal watercraft. Even launching a submarine from a stabilized yacht can be tricky.

Because a submarine compresses as she sinks, losing buoyancy continuously if ballast is not reduced, the boat will want to sink faster

It's a bit surprising that the galley has not been addressed before... some of the most damaging fires lately have been starting in the galley...

and faster until she crushes or comes to rest on the bottom where, it would be hoped, someone could come to the rescue. Some pleasure submarines advertise their ability to survive for several days on the bottom, but seem to miss the point that at their maximum depth they are beyond divers' reach, hence giving the hapless occupants those same "several days" to contemplate their ultimate demise.

LY3 states that submersible craft carried on yachts should comply with International Maritime Organization's Maritime Safety Committee Circular 981 as well as respective national regulations, including:

- Being constructed and maintained in accordance with the rules of a recognized classification society and "suitable for the intended use;"
- A safety management system separate from other systems operated by the parent vessel, including an operations manual;
- Certification for the safety of submersible craft and its support equipment following a satisfactory survey and audit.

LY3 stipulates that both operators and the operation of personal watercraft "should comply with the applicable legislation of the state in whose waters they are being operated," and that crew operating submarines have, "adequate theoretical and practical training for the type of submersible craft on board, and have demonstrated ability to operate it."

POLAR OPERATIONS

And, as yachts boldly go where a gin and tonic has never been spilled, LY3 has a new provision for "yachts which intend to operate within polar regions." Stipulating what would seem to be the obvious, these vessels must be classed accordingly "with structural strength and systems incorporating heating and recirculation facilities [to] meet ice-class standards" and "considerations should include those for icing."

HEAVY-DISPLACEMENT GUESTS

Perhaps taking into account the culinary wonders typical of a super-yacht galley, among LY3's minor changes are requirements for additional special life jackets for "large girth persons."

IMPLEMENTATION

LY3 will continue to be developed jointly by the U.K., including its relevant overseas territories and crown dependencies, and international industry representatives. In fact, Mark Towl is quick to point out that LY3 truly will be a team effort of the Large Yacht Steering Committee and Large Yacht Working Group, comprising industry stakeholders, including builders, designers, managers, seafarers, classification societies and other Red Ensign group administrations.

LY3 comes into effect once it has been cleared by the U.K.'s statutory processes for implementing new legislation—meaning the Code has to go through a number of internal checks and balances to ensure that there is no additional burden on the industry. Then it has to go through the statutory 12-week public consultation period before it can be published. ■



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Combining the strengths of two long-standing American companies, Delta Marine and Caterpillar Financial Services Corporation are working together to complete Project Monarch. Construction of this 151-foot motor yacht began at Northern Marine in Anacortes and will be completed at Delta's yard in Seattle. Cat Financial will be providing the financing for the project. Project Monarch is for sale and available for viewing at Delta any time. Delivery is scheduled for late this year. Please inquire for more details and pricing information at delta@deltamarine.com or +1 206 763 2383.



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MARILYN HOFFMAN's expertise in selling extraordinary farms, ranches and estate properties attracts a clientele that reads like a Who's Who of business, sports, entertainment and the social register. Golfer Lee Trevino, a Saudi Prince, sports legend Deion Sanders, transportation secretary Milo Bryant, a billionaire Texas oilman, Horatio Alger Member, Carl Westcott, cosmetics queen Mary Kay, Merv Griffin, and a major sports team owner have all been her clients.

Marilyn recently made history by listing the most expensive home in Texas, a \$100,000,000 property. She also sold one of the largest estates in Texas to the new owners of a major sports team. Her sale of a \$9,995,000 Penthouse in Dallas was the most expensive penthouse ever sold in Dallas.

Marilyn sold a \$13,500,000 estate to the owners of a Scottish castle. Her most recent sale was a \$20,000,000 estate that she listed, sold and closed for full price in 24 days. This 35,000 sq. ft. home was the largest and most expensive sale in the state. This estate was previously listed with another international realtor at a lower price and did not sell.

Marilyn does the most unique marketing in the world, with real estate exhibits at such prestigious events as the Cattle Barons Galas, the Bal de la Mer in Monte Carlo, the Yacht Extravaganza, the Military Ball in New York, the Barrett-Jackson Classic Car Auction, the Breeders Cup, the Rolex Three Day Event, the Winter Equestrian Festival, and at a charity gala at Mar a Lago, Donald Trump's Palm Beach estate. Marilyn donates champion Arabian horses to many charity auctions, such as the Watermill Gala in Southampton, where her donation sold for \$35,000 to a European princess.

Not too many brokers can claim they have sold the largest home in multiple states, but Marilyn certainly holds the record. Her sale of Summer Wind Farm with a 24,000 sq. ft. home, was the largest home sold in the state of Kentucky. She sold a 20,000 sq. ft. home in Oklahoma for Cowboy Bill Warts, the world champion wrestler. She sold the Fox Ranch in Colorado, home of a 150,000 sq. ft. log home, reported to be the largest private residence in the country. 🐾

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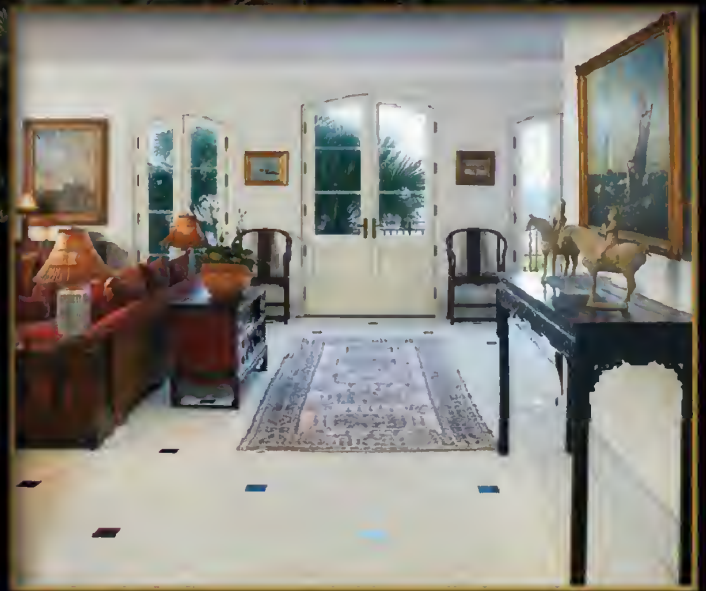
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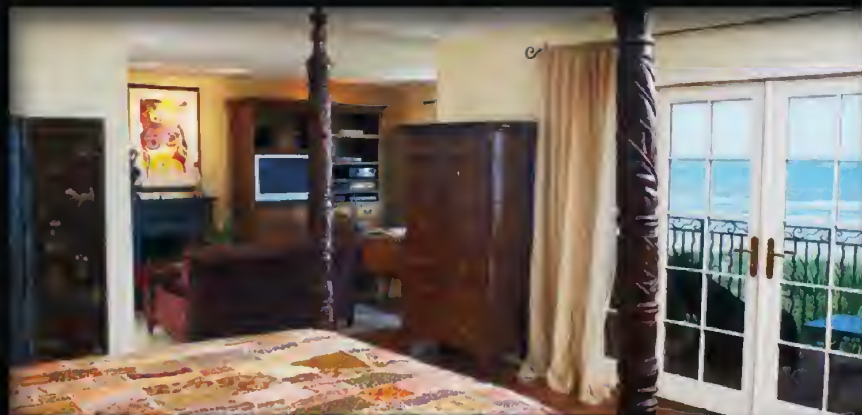
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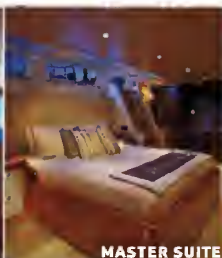
SARISSA | 140-FOOT

Hill Robinson has added the 140-foot *Sarissa* to the company's charter management division (see the full feature on page 46). *Sarissa* is the largest composite sloop to be delivered by Vitters Shipyard in The Netherlands. Designed by Bill Tripp with interior design by Rhoades Young Design, this modern sloop offers performance and comfort as well as unique amenities, such as the aft cockpit that can be transformed into a swimming pool for children and a rock climbing practice wall that mounts on the arch.

Sarissa can accommodate up to nine in a master, double, twin with Pullman (that connects to a nanny's cabin) and a convertible study/guest cabin. She has a clean and modern deck plan for high-performance racing and a cozy, family-friendly layout below deck.

LOA: 139' 9" (42.6M)
BUILDER/YEAR: VITTERS/2011
GUESTS/CREW: 9/6
LOCATION: CARIBBEAN
 WINTER, MEDITERRANEAN
 SUMMER 2012
RATES: €115,000 HIGH,
 €105,000 LOW SEASON PER
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(EX-AL MIRQAB)**

The charter rate on the iconic *Indian Empress* has been reduced by 15 percent to €550,000 a week for her winter season in the Indian Ocean. Well known for hosting events from Grand Prix celebrations for up to 500 people to intimate dinner parties in the banquet suite, she sleeps 12 guests in 16 cabins.



LOA: 311' 8" (95M)
BUILDER/YEAR: OCEANCO/2000
GUESTS/CREW: 12/42
LOCATION: INDIAN OCEAN
RATE: €550,000 PER WEEK, PLUS EXPENSES

Burgess

Tel: +44 (0) 20 7766 4300
Email: london@burgessyachts.com
www: burgessyachts.com

HUNTRESS

The winner of the Antigua Charter Show chef's competition in December, *Huntress* is very well maintained and in excellent condition undergoing routine maintenance periods after each season, thus always keeping her "as new" look. Notable features include the owner's cabin observation lounge, a favorite place for all guests aboard.



LOA: 180' (\$4.9M)
BUILDER/YEAR: FEADSHIP/1997
REFIT: 2005
GUESTS/CREW: 12/13
LOCATION: CARIBBEAN
RATE: \$275,000 PER WEEK, PLUS EXPENSES

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**INCEPTION
(EX-MAN OF STEEL)**

The 12-person Jacuzzi is the focal point of this 164-foot yacht, which offers a sun deck dining area set beneath a retracting sunroof and a substantial teak terrace with clamshell awning forward. The area is equipped with surround sound speakers and can double as an outdoor cinema.



LOA: 164' (\$0M)
BUILDER/YEAR: HEESEN/2008
GUESTS/CREW: 12/10
LOCATION: MEDITERRANEAN/CARIBBEAN
RATE: STARTING FROM \$250,000 PER WEEK, PLUS EXPENSES

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**TROYANDA
(EX-HIGH CHAPARRAL)**

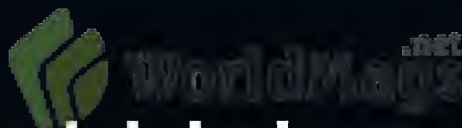
Fresh from a refit that gave her upgraded A/V systems, new water toys and new interior furnishings, this popular charter boat looks as good, if not better, than the day she was launched. *Troyanda* now boasts a massage room that can be converted into a state-room with two Pullmans.



LOA: 164' (\$0M)
BUILDER/YEAR: FEADSHIP/2004
GUESTS/CREW: 12/12
LOCATION: CARIBBEAN AND CENTRAL AND SOUTH AMERICA
RATE: \$300,000 PER WEEK, PLUS EXPENSES

Hyde Yachts

Adelheid Chirco
Tel: +44 (0) 20 7099 8629
Email: jb@hydeyachts.com
www: hydeyachts.com



www.camperandnicholsons.com

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LAZY Z 51.40m/169' Oceanico

YEAR/REFIT: 1997/2007 GUESTS/STATEROOMS: 12/6
WINTER 11/12: Bahamas
SUMMER 2012: Mediterranean



ANJULIS 49m/161' Trinity

YEAR: 2009 GUESTS/STATEROOMS: 11/5
WINTER 11/12: Caribbean
SUMMER 2012: Please Enquire



BIG ARIAN 46.68m/153' Royal Denship

YEAR: 2004 GUESTS/STATEROOMS: 10/5
WINTER 11/12: Please Enquire
SUMMER 2012: Mediterranean



MONTE CARLO 40.23m/132' Amels

YEAR/REFIT: 1988/2008 GUESTS/STATEROOMS: 8/4
WINTER 11/12: Caribbean
SUMMER 2012: Caribbean



LIONSHARE 39.64m/130' Heesen

YEAR/REFIT: 1987/2008 GUESTS/STATEROOMS: 11/5
WINTER 11/12: Caribbean
SUMMER 2012: Mediterranean



CHOSEN ONE 36.58m/120' Intermarine Savannah

YEAR/REFIT: 2002/2010 GUESTS/STATEROOMS: 10/4
WINTER 11/12: Caribbean
SUMMER 2012: Caribbean



SAVANNAH 35.97m/118' Intermarine Savannah

YEAR: 2000 GUESTS/STATEROOMS: 8/4
WINTER 11/12: Caribbean
SUMMER 2012: New England



TOP TIMES 34.47m/113' Burger

YEAR/REFIT: 2003/2009 GUESTS/STATEROOMS: 10/5
WINTER 11/12: Florida/Bahamas
SUMMER 2012: Please Enquire



INSATIABLE 30.48m/100' Broward

YEAR/REFIT: 1986/2000 GUESTS/STATEROOMS: 8/3
WINTER 11/12: Caribbean/Bahamas
SUMMER 2012: Florida/Bahamas



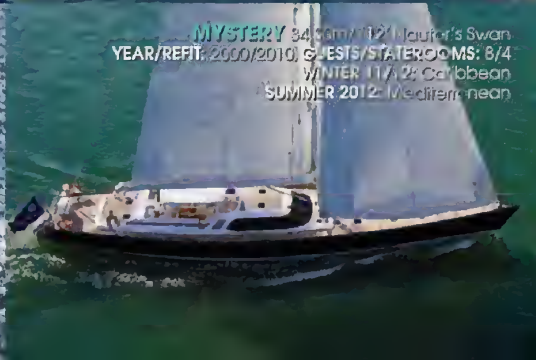
HELIOS 45.30m/149' Pennant

YEAR: 2007 GUESTS/STATEROOMS: 10/4
WINTER 11/12: Caribbean
SUMMER 2012: Mediterranean



MYSTERY 34.35m/112' Nautor's Swan

YEAR/REFIT: 2000/2010 GUESTS/STATEROOMS: 8/4
WINTER 11/12: Caribbean
SUMMER 2012: Mediterranean



VIRAGO 30.48m/100' Nautor's Swan

YEAR: 2006 GUESTS/STATEROOMS: 6/3
WINTER 11/12: Caribbean
SUMMER 2012: New England



OHANA

The sun deck aboard the 154-foot recently refit *Ohana* is a charter guest's dream. Accessed through a "pop top" that rotates from the deck below, the sun deck features a bar that accommodates 11, a sea of sunpads that surround the Jacuzzi and two seating areas for dining.



LOA: 154' (46.9M)
BUILDER/YEAR: ADMIRAL/1998
REFIT: 2011
GUESTS/CREW: 10/10
LOCATION: NEW ENGLAND SUMMER/
 CARIBBEAN WINTER
RATE: \$130,000 PER WEEK, PLUS EXPENSES

Northrop & Johnson
 Tel: (954) 522-3344
 Email: omy.wachmann@northropandjohnson.com
 www.northropandjohnson.com

WHISPERING ANGEL

Emerging from a refit at the beginning of the year, this performance flybridge design from ISA cruises at 27 knots and offers zero-speed stabilizers for comfort at anchor. The flybridge has a Jacuzzi and sunpads, while the main aft deck incorporates a second dining option and sunpads. The interior is light and contemporary.



LOA: 119' 7" (36.5M)
BUILDER/YEAR: ISA/2008
REFIT: 2012
GUESTS/CREW: 10/6
LOCATION: MEDITERRANEAN
RATE: €110,000 PER WEEK, PLUS EXPENSES

Bluewater Yachting
 Rebecca Cutter
 Tel: +33 (0) 6 20 20 06 11
 Email: rebecca@bluewateryachting.com
 www.bluewateryachting.com

AURORA DIGNITATIS

The 89-foot raised pilothouse motor yacht *Aurora Dignitatis* was built by Ferretti in 2008. She sleeps nine guests in four staterooms, each with en suite bath. The yacht has been fitted with new engines, two 2,211-hp MTUs that push the top speed to 29 knots with a cruising speed of 26 knots. She also boasts upgraded electronics and A/V equipment.



LOA: 88' 8" (27M)
BUILDER/YEAR: FERRETTI/2008
GUESTS/CREW: 9/4
LOCATION: CARIBBEAN/MEDITERRANEAN
RATE: SPECIAL INTRODUCTORY RATE OF \$38,000 PER WEEK IN THE CARIBBEAN FOR WINTER AND €50,000 PER WEEK IN THE MEDITERRANEAN FOR SUMMER 2012

Fraser Yachts
 Tel: (954) 712-7118
 Email: patricia.codere@fraseryachts.com
 www.fraseryachts.com

BLACK PEARL

Black Pearl is a lifting-keel performance sloop that combines fast and exciting sailing with a light and airy interior. A master, VIP and one guest cabin accommodate six guests, while a study can be used as a single guest cabin for children.



LOA: 77' 5" (23.6M)
BUILDER/YEAR: BALTIC YACHTS/2008
GUESTS/CREW: 6/3
LOCATION: CARIBBEAN
RATE: €26,500 HIGH SEASON/€25,000 LOW SEASON PER WEEK, PLUS EXPENSES

Ocean Independence
 Barbara Müller
 Tel: +34 (0) 971 40 44 12
 Email: barbara@ocyachts.com
 www.ocyachts.com

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Also, you can visit us at HMY.COM/CHARTER



VULCAN 46 | 151-FOOT

Antoine Larricq at Fraser Yachts is offering the Vulcan 46 new build for sale. Currently under construction at the Vicem yard in Antalya, Turkey, the 151-foot yacht is being built to RINA class and delivery is scheduled for early this year. With naval architecture by Mulder Design and interior design by Art-Line, the Vulcan 46 is a combination of Dutch expertise and Turkish craftsmanship.

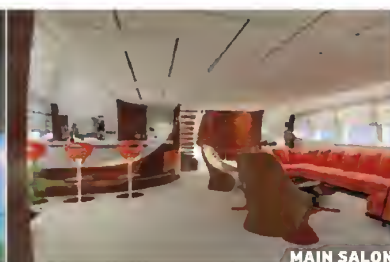
MCA compliant, she will accommodate up to 12 guests in a master suite, VIP cabin and two double and two twin cabins, plus berths for eight crew. Twin 3,650-hp MTU engines will give her a cruising speed of 20 knots and a range of 3,500 nautical miles. While her interior is in Brazilian rosewood throughout, her new owner will have a choice of materials and fabrics to complete the layout according to taste.

LOA: 151' (46M)
BEAM: 29' 8" (9.1M)
DRAFT: 7' 7" (2.3M)
GUESTS/CREW: 12/8
BUILDER/YEAR:
 VICEM/2012
ASKING PRICE:
 \$27 MILLION

Fraser Yachts
 Antoine Larricq
 Tel: +377 93 10 04 50
 Email: antoine.larricq@fraseryachts.com
 www.fraseryachts.com



BRIDGE DECK AFT



MAIN SALON



MASTER STATEROOM



THE 205-FOOT OCEANCO LADY LOLA WAS SOLD BY MERLE WOOD & ASSOCIATES AND FRASER YACHTS, ASKING PRICE WAS SET AT €36.8 MILLION.

CONTACTS

BARTRAM & BRAKENHOFF

Tel: (954) 779-7377

Email: florida@bartbrak.com

BURGESS

Tel: (305) 672-0150

Email: miami@burgessyachts.com

CAMPER & NICHOLSONS

Tel: (954) 524-4250

Email: info@ftl.cnyachts.com

CSO YACHTS

Tel: +33 (0) 4 93 38 22 70

Email: info@csoyachts.com

DAHME INTERNATIONAL

Tel: +377 93 50 25 86

Email: monaco@dahm-international.com

RECENTLY SOLD

The largest yacht sold during this tracking period (mid-November to mid-December) was the 205-foot motor yacht *Lady Lola*, with Cromwell Littlejohn and Merle Wood at Merle Wood & Associates acting for the buyer and Antoine Althaus of Fraser Yachts representing the seller. Built in 2002 by Oceanco to a design by The 'A' Group, *Lady Lola* was at the time hailed as the highest quality yacht yet launched from the yard and won a ShowBoats award; she was asking €36.8 million. Merle Wood also sold its central listing for the 136-foot Intermarine motor yacht *Bossy Boots II*; Denison & Daves acted for the buyer, and the asking price was \$8.9 million.

The fastest transaction was the quick sale of the 132-foot Northcoast motor yacht *Life's Finest II*. John Cohen at Merle Wood listed her for sale just before the Fort Lauderdale show; she was seen by the buyer at the show and the deal was completed within a month. Built in 1995 to a Jack Sarin design and previously known as *Countach* and *Aquasition*, she was asking \$6.2 million.

Another sale involving Merle Wood & Associates was the 114-foot Broward motor yacht *Claire*, asking \$3.495 million. *Claire* was sold by RJC Yachts acting for the buyer while Merle Wood represented the seller.

Alone among all the brokerage sales reported last period stands *Project Zentric*, a 144-foot new construction motor yacht project in progress at the Heesen yard with delivery due in April 2012. A semi-displacement yacht with five staterooms and a top speed of 25 knots, she was sold by Nakhimov Yachts and was asking €25.9 million.

The most protracted sale was the eight months that elapsed between initial expression of interest and final completion on the 119-foot Inace motor yacht *Catalonian Spirit*. Asking \$10.5 million, the central listing was with Fernando Nicholson at Camper & Nicholson; Bartram & Brakehoff brought the seller. *Catalonian Spirit* was built in steel and aluminium by the Brazilian yard in 2008 and has a relaxed interior by British designer Michael Kirschstein.

The 115-foot motor yacht *Surprise*, listed by Fraser Yachts at €9 million, was sold with Aquacruise representing the seller. Built by McMullen & Wing in 2001 and refitted in 2011, this superyacht has a sturdy exterior that belies her luxurious interior accommodating nine guests in four staterooms.

Olympic Marine in France acted for both buyer and seller in the sale of the 108-foot motor yacht *G Whiz*, which was asking €1.95 million. Built by the U.K.'s Brooke Marine in 1989, she was designed by the famed Jon Bannenberg and became an iconic superyacht thanks to her sleek, stylish lines.

Anamcara, a 102-foot Jongert sailing yacht asking €3.7 million was sold by Dahm International with Jochen Brill representing the seller and Herbert Dahm the buyer.

CSO Yachts in France sold its central listing 101-foot Falcon motor yacht *Bojangles* to a direct client, asking €2.1 million. Delivered by Italy's Falcon Yachts in 2004, this superyacht was styled by Stefano Righini and is RINA classed. She sleeps up to 11 guests in a master, VIP, double and two twin cabins plus a Pullman berth, and twin 2000-hp MTU engines power her to a cruising speed of 22 knots with a range of 300 nautical miles.

Novice yacht broker Tom Lilley at Edmiston & Company earned his stripes with his first sale as he acted for both buyer and seller to close on the pedigreed 100-foot sailing yacht *Never Say Never*. Built in aluminum in 1989 by Camper & Nicholson to a Ron Holland design, this cutter-rigged yacht was refitted in 2006



SOLD BY CAMPER & NICHOLSONS AND BARTRAM & BRAKENHOFF, CATALONIAN SPIRIT WAS ASKING \$10.5 MILLION.



and now has been renamed *OYA*.

Finally, Fraser Yachts represented both buyer and seller of the 100-foot sailing yacht *Sindonemo*, built by Yachting Developments. *Sindonemo* was asking €4 million.

PRICE REDUCTIONS

The biggest price reduction in this tracking period was a €5 million drop to €49.75 million on the 223-foot motor yacht *Triple Seven*, jointly listed by SuperYachtsMonaco and Edmiston & Company. Delivered in 2006 by Germany's Nobiskrug yard, this superyacht has had significant upgrades made by her current owner, including a new audio-visual system featuring a 108-inch plasma screen.

In terms of percentage, the steepest fall was a 62.5 percent price reduction on the 86-foot motor yacht *Gaveira Cuarta*, listed by Engel & Völkers and cut from €1.6 million to €600,000 for a quick sale. Built by Astondoa in 1993, she sleeps 10 guests in a master suite and four double staterooms, all with en suites.

The travails of the euro are mirrored in the increasing number of owners switching currencies in the asking prices of their yachts from euros to dollars. The most recent example is the 128-foot Hakvoort motor yacht *Snowbird*, which moved from an asking price of €22 million to \$30 million. For sale at Edmiston & Company, *Snowbird* has a range of 5,500 nautical miles when cruising at nine knots and is powered by twin 600-hp Caterpillar diesels to a maximum speed of 13 knots.

The pricing history of the 84-foot Lyman Morse motor yacht *Acadia* offers an interesting reflection on the state of the current market. In August 2009, she was reduced from \$8.542 million to €5.9 million, followed by another cut to €5.6 million in July 2010. A year later, in July 2011, she came down to \$4.9 million, and now *Acadia* is asking \$3.9 million through International Yacht Collection.

The time lag between a yacht entering the market and her first price reduction continues to shorten, as in the case of the 130-foot Westport motor yacht *My Colors*. She was initially listed by Merle Wood & Associates at \$11.95 million and just over a month later is asking \$10.95 million. Built in 2005, the tri-deck motor yacht offers exceptional luxury, convenience and privacy with elegant lines and a spirited performance.

FOR SALE

The newest yacht on the market is Trinity's 187-foot *Lady Linda*. Recently launched and due for delivery in March, she is listed by International Yacht Collection and is asking \$49.8 million. *Lady Linda*'s palatial and contemporary interior by Evan K. Marshall accommodates 12 guests in six



FOR SALE THROUGH SUPERYACHTSMONACO AND EDMISTON & COMPANY, TRIPLE SEVEN'S ASKING PRICE HAS BEEN LOWERED TO €49.75 MILLION.

staterooms and 14 crew in seven cabins. Helicopter capable, she has a range of 3,800 nautical miles when cruising at 20 knots.

The largest and oldest superyacht to enter the market during this tracking month, the 188-foot *S Cape* was built by Holland's Cammenga yard in 1978 and refitted in 2004 and 2009. *S Cape* is listed for sale by Burgess asking €14.95 million.

Yacht turnover is on the increase, and one of the quickest examples was the sale of the 84-foot *Christaldi's* in June 2011. The yacht is now back on the market and renamed *Arkadia*. She is listed by Ocean Independence and is asking \$800,000. Another yacht launched only this summer and already for sale is the 141-foot Baglietto/RossiNavi motor yacht *Why Worry*. Featuring a Francesco Paszkowski design, *Why Worry* is asking €17.75 million and is listed by Engel & Völkers.

One of the fastest motor yachts available for sale is Pershing's 116-foot *Mistral 55*, capable of speeds up to 52 knots. *Mistral 55* is for sale through Camper & Nicholsons and is asking €7.95 million. ■

CONTACTS

DENISON & DAVES

Tel: (954) 763-8201

Email: info@denisondaves.com

EDMISTON & COMPANY

Tel: (212) 792-5370

Email: info@edmiston.com

ENGEL & VÖLKERS

Tel: +49 (0) 40 36 13 10

Email: yachting@engelvoelkers.com

FRASER YACHTS

Tel: (954) 463-0600

Email: florida@fraseryachts.com

MERLE WOOD & ASSOCIATES

Tel: (954) 525-5111

Email: mail@merlewood.com



TO BE DELIVERED IN MARCH, THE 187-FOOT TRINITY LADY LINDA IS FOR SALE THROUGH INTERNATIONAL YACHT COLLECTION.



CARPE DIEM 191' (58M) Trinity 2011. 6 Staterooms
C.A. Frank Grzeszczak 954.494.7096 or C.A. Kevin Bonnie +33.616.39.1959



MI SUEÑO 190' (58M) Trinity 2010. 7 Staterooms
C.A. Mark Elliott 305.794.1167 or C.A. Kevin Bonnie +33.616.39.1959



FOUR ACES 183' (56M) Benetti 2005/2008. 6 Staterooms
C.A. Mark Elliott 305.794.1167



HARBOUR ISLAND 180' (55M) Newcastle 2011. 6 Staterooms
C.A. Mark Elliott 305.794.1167 or C.A. Kevin Bonnie +33.616.39.1959



ANJILIS 161' (49M) Trinity 2009. 5 Staterooms
C.A. Frank Grzeszczak 954.494.7096 or C.A. Chany Sabates III 954.604.2253



ZOOM ZOOM ZOOM 161' (49M) Trinity 2005. 5 Staterooms
C.A. Mark Elliott 305.794.1167



CARPE DIEM II 150' (46M) Trinity 2002/2011. 5 Staterooms
C.A. Frank Grzeszczak 954.494.7096



TUSCAN SUN 147' (45M) Izar 2006. 6 Staterooms
J.C.A. Frank Grzeszczak 954.494.7096 or J.C.A. Mark Elliott 305.794.1167



BLIND DATE TOO 115' (35M) Benetti 2003/2011. 5 Staterooms
C.A. Kevin Bonnie +33.616.39.1959



DISCOVERY 100' (30M) Romsdal 1962/2000. 3 Staterooms
C.A. Ron Morgenstein 954.309.9740



LADY LINDA 187' (57M) Trinity 2012. 6 Staterooms
C.A. Frank Grzeszczak 954.494.7096 or C.A. John F. Dane 228.223.7144



STREAMLINE 161' (49M) Mondo Marine 2009. 5 Staterooms
C.A. Kevin Bonnie +33.616.39.1959



THIRTEEN 157' (48M) Christensen 2006/2008. 6 Staterooms
J.C.A. Mark Elliott 305.794.1167



MIRAGE 132' (40M) Heesen 1992. 5 Staterooms
C.A. John Ciullo 954.494.1075



BLACK PEARL III 86' (26M) Azimut 2005. 4 Staterooms
C.A. David Nichols 954.682.6853

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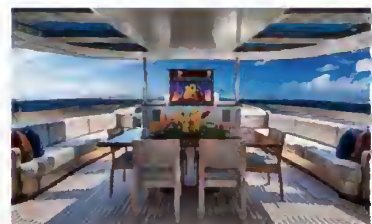
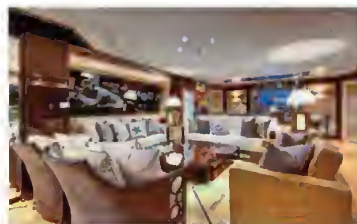
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LORETTA ANNE IV

40m (131') | Alloy Yachts | 2009 | 21,900,000 USD

Highest quality and timeless elegance from the team of Alloy, Dubois and Starkey, combining a proven hull design with state of the art equipment and at-rest stabilization. Full beam on-deck master with his/her baths and office, 3 guest suites, a gym and tender garage. Hugo sundeck with jacuzzi and a shaded dining area. An exceptional vessel in all respects and now offered to make room for a new delivery. Mint condition, Lloyds and MCA classed, turn key and seriously for sale. Transoceanic range.

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FRASER YACHTS



PRINCESS ELENA | 34m (111') | Codecasa | 1999/2007 | 4,900,000 EUR
Codecasa 35 mt year 1999 wide body, 4 cabins with the owner suite on main deck.
Ciro Pettrucci | Viareggio +39 335 18 22 971 | ciro.pettrucci@fraseryachts.com
Oscar Romano | Viareggio +39 334 688 4998 | oscar.romano@fraseryachts.com



OPUS II | 35m (115') | Heesen | 1997 | POA
37 knots with 2 x 3,500 PS MTU and KaMeWa Jets, 3 double guest cabins plus crew.
Interior design by Versace. Very well maintained by professional crew.
Giulio Riggio | Palma +34 971 700 445 | giulio.riggio@fraseryachts.com



SEA BIRD | 34m (112') | Westport | 2000/2008 | POA
Stunning Westport 112 with custom interior beautifully maintained, inspection highly recommended.
Jeff Partin | Ft. Lauderdale + 1 954 463 0600 | jeff.partin@fraseryachts.com



KINGFISH | 32m (107') | Christensen | 1997 | POA
With her 26'4" beam she has an amazingly large interior & exterior spaces.
Patrick McConnell | San Diego + 1 619 225 0588 | patrick.mcconnell@fraseryachts.com
Neal Esterly | San Diego + 1 619 225 0588 | neal.esterly@fraseryachts.com



MEDUSE | 60m (199') | Feadship | 1996/2011 | 26,500,000 EUR
One of the best known Feadships, complete with helicopter landing facility, six staterooms including two on deck, cinema, gymnasium, elevator, decompression chamber and large tenders.

Stuart Larsen | Ft. Lauderdale + 1 954 463 0600 | stuart.larsen@fraseryachts.com



FRASER YACHTS



COLUMBUS 177 "PRIMA" | 54m (177') | Columbus | 2011 | 24,500,000 EUR

Recently launched 800+ ton displacement yacht with six staterooms and massive deck areas. Excellent quality, construction and engineering, and tenders in a garage. Balcony off owner's stateroom, zero speed stabilizers, LY2 compliant

and excellent cruising speed and range. Helicopter landing, big garage and exceptional volume.

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Not for sale to US residents while in US waters.

SEA BOWLD | 53m (174') | Oceanfast | 2004 | 13,950,000 USD

26 knots with a 3400nm range at 12 knots. Owner's stateroom on bridge deck; four guest suites and superb outside deck spaces. Yachting's equivalent to AMG.

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MI CIELO | 30m (100') | Azimut | 1997/2011 | 1,950,000 USD

Has desirable on deck Media Room that works as 5th cabin. Impeccable condition no expenses spared. Loaded with options and upgrades. ATLAS ready.

Jose Arana, Jr. | Ft. Lauderdale + 1 954 463 0600 | jose.aranajr@fraseryachts.com



CRYSTAL II | 36m (117') | Custom Built | 2005/2009 | 6,850,000 USD

See to appreciate, Handcrafted interior, long range yacht fisherman. Trades considered.

James Nason | San Diego + 1 619 225 0588 | james.nason@fraseryachts.com

Patrick McConnell | San Diego + 1 619 225 0588 | patrick.mcconnell@fraseryachts.com



BLACK PEARL | 18m (58') | Donzi | 2006 | POA

A unique opportunity for the serious angler! A 58' express sportfish with new paint and in pristine condition.

Scott French | Ft. Lauderdale + 1 954 463 0600 | scott.french@fraseryachts.com

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Mexico City	+ 52 55 5004 0408
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Cyprus	+ 357 25 828911

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PRICE REDUCTION



SEA BELLA | 26m (85') | Azimut | 2009 | 3,995,000 USD
Highly upgraded features throughout, Zero speed stabilization, 27 knot fast cruise.

Michael Selter | San Diego + 1 619 225 0588 | michael.selter@fraseryachts.com



RC | 41m (135') | Baglietto | 2004/2010 | 12,500,000 EUR
Very famous MY RC - 41 mt Baglietto is now for sale. She accommodates 10 guests in great comfort, in 5 cabins with owner suite on main deck. Unique interior design.
Ciro Petrucci | Viareggio +39 335 18 22 971 | ciro.petrucci@fraseryachts.com



SUNDARA | 35m (115') | Karadeniz | 1994/2009 | POA
Fabulous configuration for personal entertaining or charter including a flybridge, large deck salon, Jacuzzi, all the toys and large swim platform. Outstanding value in today's market.
Giulio Riggio | Palma +34 971 700 445 | giulio.riggio@fraseryachts.com



FOR SALE & CHARTER

PARAFFIN | 60m (197') | Feadship | 2001/2010 | POA
Equipped with zero speed stabs, a well thought out gym, huge deck space and an armada of water toys, she provides comfort and endless entertainment.
Dennis Frederiksen | Monaco +377 93 100 450 | dennis.frederiksen@fraseryachts.com



LAUREL | 73m (240') | Delta Marine | 2006
Superbly executed by Delta Marine with interior design by Don Starkey. Seven staterooms in owners party. Steel hull and composite superstructure. She is exquisite in her detail, finish and condition. LAUREL is certainly the highest

pedigree yacht of her size on the market. Please call for viewing appointment.
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Josh Gulbranson | Ft. Lauderdale + 1 954 463 0600 | josh.gulbranson@fraseryachts.com



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Excellence III

One of the world's most admired superyachts is seriously for sale.

With the imminent delivery of a new yacht, the owner of EXCELLENCE III is now extremely motivated to conduct a transaction. All reasonable offers will be considered.

This highly-acclaimed, pedigree yacht is in turn key condition and is ready for immediate cruising.

Length overall 57.3m (188ft) • Built by Abeking & Rasmussen, Germany in 2001 •
Design by Abeking & Rasmussen/Donald Starkey • Accommodation for up to 14 guests

Price Now Reduced to US\$45,950,000

Joint Central Agents for Sale

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Applause

Carrying the Oceanco pedigree, of all aluminium construction and with impressive volume, APPLAUSE is a proven platform offered at a very competitive price. The yacht has a light, spacious interior with accommodation for 10 guests in 5 luxurious staterooms. Twin MTU main engines and semi-displacement hull form provides impressive cruising speeds in excess of 20 knots.

Length overall 45.6m (149.3ft) • Built by Oceanco, The Netherlands in 1994 • Design by Richard Hein/The A Group/Struik & Hamerslag • Accommodation for 10 guests

Asking Price

US\$6,500,000

Central Agents for Sale



Mystic

Built by CMB Yachts, MYSTIC is an impressive 46m which boasts a vast owner's suite on the bridge deck, four further well equipped guest cabins and a full beam gymnasium forward. A very compelling sales opportunity for a brand new yacht.

Length overall 46m (150.9ft) • Built by CMB Yachts, Turkey in 2010 • Design by CMB Yachts/Schnaase Interior Design • Accommodation for 10 guests

Asking Price

€14,995,000

Joint Central Agents for Sale



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Katya

Award winning custom built yacht from one of the USA's most highly acclaimed builders. New to the market, this vessel has been immaculately maintained and is in turn key condition. KATYA enjoys a strong reputation on the charter market and is ready for immediate cruising in the Caribbean this winter.

Length overall 46m (150.9ft) • Built by Delta Marine Inc., USA in 2009 • Design by Delta Design Group/Jean Claude Canestrelli • Accommodation for 12 guests

Asking Price

US\$39,995,000

Joint Central Agents for Sale and Central Agents for Charter

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Miss Rose

Offered for sale for the very first time, MISS ROSE has been maintained to the highest standards and boasts an expansive interior which includes a master suite and an equally generous VIP suite (2nd Master).

Length overall 40.2m (132ft) • Built by Horizon Yachts Inc in 2008 • Design by Greg Marshall/Juan Carlos Espinosa • Accommodation for up to 10 guests

Asking Price

US\$12,900,000

Central Agents for Sale and Charter

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AZIMUT Custom 116, 2011
Asking: POA
11 Guests Lying: South Florida

Central Agents for Sale



New build opportunity

ISA 120, Hull no. 11, 2012
Asking: POA
10 Guests Under Construction, Italy



DOLCE VITA II, Leopard 24, 2000
Asking: US\$ 1,495,000
7 Guests Lying: Fort Lauderdale, Florida
Not for sale to US clients whilst in US waters

Central Agents
for Sale



NASTYA, Maiora 31DP, 2007
Asking: Euro 4,500,000
12 Guests Lying: West Mediterranean

Central Agents
for Charter



POWDERMONKEY, Falcon 100, 2004
Asking: Euro 2,350,000 Charter from: Euro 45,000/week
10 Guests Lying: West Mediterranean

Central Agents
for Sale and
Charter



MR M, Mangusta 80HT, 2005
Asking: Euro 2,200,000
7 Guests Lying: West Mediterranean

Central Agents for Sale

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BELLA BRI 151 ft (46m) | Northern Marine | 2008 | West Palm Beach, FL | USD 21,500,000



MUSTANG SALLY 130 ft (40.00m) | Westport | 2009 | Ft Lauderdale, FL | USD 18,450,000

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**ALSO FOR CHARTER**

BLUE SCORPION 173.11 ft (53.00m)
Baglietto | 2006 | Viareggio | EUR 23,500,000 VAT Paid



JANA 151.11 ft (46.30m)
Feadship | 1986 | U.A.E. | USD 13,995,000

**ALSO FOR CHARTER**

ARIETE PRIMO 144.8 ft (44.10m)
Richard Dunston | 1967 / 2006 | Genoa, Italy | EUR 19,000,000



DEEP BLUE II 143.7 ft (43.80m)
Oceanco | 1996 / 2008 | Ft Lauderdale, FL | USD 15,900,000



SOPHIE BLUE 134.6 ft (41.00m)
CBI Navi | 1998 | Nice, France | EUR 6,900,000

**USD 1,400,000 PRICE REDUCTION**

NAMASTÉ 130 ft (40m)
Westport | 2011 Model | Ft Lauderdale, FL | USD 18,495,000



AWESOME 130 ft (39.60m)
Mangusta | 2005 | Monaco | EUR 12,800,000



IMPULSIVE 126 ft (38.40m)
Norship | 1993 / 2010 | Mediterranean | USD 6,750,000



NORTHCOAST 125 125.6 ft (38.30m)
Northcoast Yachts | 2011 | Ft. Lauderdale, FL | USD 15,499,000



ALSO FOR CHARTER
ASPEN ALTERNATIVE 120 ft (36.60m)
Sovereign | 2002 | Ft. Lauderdale, FL | USD 5,500,000

NEW LISTING FOR SALE



STELLA 113.3ft (34.53m)
Sunseeker Predator | 2011 | Genoa, Italy | EUR 13,000,000



ANTIBES 105 ft (32.00m)
Ustaoglu / Dubois | 2010 | Kusadasi, Turkey | EUR 4,450,000

USD 500,000 PRICE REDUCTION



CAROBELLE 100 ft (30.00m)
Azimut Jumbo | 2000 | Ft. Lauderdale, FL | USD 2,950,000

USD 455,000 PRICE REDUCTION



ZAKOUSKA 86.9 ft (26.50m)
Warren Yachts | 2006 | West Palm Beach, FL | USD 4,495,000

NEW LISTING FOR SALE



MARLOW 85 85 ft (25.90m)
Marlow | 2011 | Caribbean | USD 4,295,000

NEW LISTING FOR SALE



ELIZABETH 78 ft (23.77 m)
Feadship | 1988 | Miami, FL | USD 3,900,000

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281'/86M Derecktor 2010 **CAKEWALK**

for Sale



213'/65M Codecasa 2010 **LADY LAU***

for Sale



200'/61M Feadship 2006 **APRIL FOOL***

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174'/53M Oceanfast 2004 **SEABOWLD***

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171'/52M Amels 2010 **BEL ABRI***

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168'/51M Oceanco 1997/10 **LAZY Z***

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161'/49M Trinity 2009 **BLIND DATE***

for Sale



160'/49M Christensen 2009 **VF-15***

for Sale



157'/48M Christensen 2006 **THIRTEEN**

for Sale & Charter



151'/46M Delta 2009 **KATYA**

for Sale & Charter



223'/68M Nobiskrug 2010 **SYCARA V***

for Sale & Charter



220'/67M Shadow Marine 2007 **ALLURE SHADOW**

for Sale & Charter



205'/63M Icon 2010 **ICON***

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203'/62M VSY 2010 **ROMA***

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177'/54M Baglietto 2009 **BURKUT***

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167'/57M CBI Navi 2005 **ALIBI***

for Sale & Charter



163'/50M Nereids Yachts 2005 **AZTECA II***

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161'/49M Trinity 2007/10 **GLAZE**

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157'/48M Christensen 2007 **LADY JOY***

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157'/48M Christensen 2007 **SCOTT FREE**

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154'/47M Perini Navi 1990/06 **ANDROMEDA LA DEA***

for Sale



153'/47M Feadship 2001/10 **SEA RACER**

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152'/46M Perini Navi 1991/07 **ANTARA***



150'/46M Palmer Johnson 2007 **O'KHALILA***



145'/44M Benetti 2009 **LADY SHEILA***



145'/44M Heesen 1990/09 **AT LAST**



134'/41M Mondomarine 2013 **HULL #8***



132'/40M Trident Shipworks 1999 **CRILI**



131'/40M A&R 1987 **SILVER SHALIS**



130'/40M Westport 2005 **MY COLORS**



125'/38M Broward 1989/03 **SHOWTIME**



124'/38M Broward 2007 **HERITAGE III**



122'/37M CRN 1978/08 **LADY EVA***



121'/37M Heesen 2005 **HEESEN 37M HULL #4***



121'/37M Crescent 2003/10 **OLGA***



118'/36M Intermarine 2000 **SAVANNAH**



116'/35M Feadship 1970/08 **UTOPIA II**



112'/34M Leopard Express 2008 **LA IGUANA***



110'/34M Christensen 1992 **R RENDEZVOUS**



105'/32M Mangusta 2000/11 **HAMSA***



102'/31M Oceanfast 1989/11 **GAZELLE**



102'/31M Broward 1984/05 **LIQUIDITY**



101'/31M Leopard 2008 **PAN DEI I***

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for Sale
96'/29M N.E. Boat Works 2003 **VAKOMAANO**



for Sale
92'/29M Intermarine 2001 **KRISHELLE**



for Sale
92'/28M Palmer Johnson 1985/11 **PEGASUS III**



for Sale
90'/27M Pershing 2008 **FRAILECH***



for Sale
88'/27M Pershing 2003 **JK***



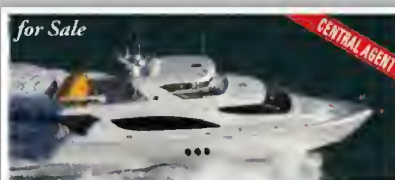
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88'/27M Rayburn Custom 2004 **LADY VICTORIA**



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86'/26M Hatteras Sportfish 2002 **SPHEREFISH**



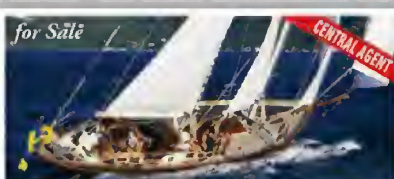
for Sale
80'/24M Donzi Sportfish 2010 **R-80**



for Sale
80'/24M Hatteras 2004 **OCEAN VIEW**



for Sale
80'/24M Sunseeker Predator 1998 **AGAPE LOVE***



for Sale
80'/24M DeVries Lentsch 1930/02 **LELANTA***



for Sale
75'/23M Sunseeker 2005 **CHAIRMAN**



for Sale & Charter
75'/23M Hatteras 2000/08 **VICTORY**



for Sale
73'/22M Donzi Sportfish 2010 **R-73**



for Sale
72'/22M Pershing 2008 **DOLCE VITA**



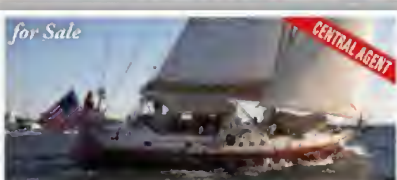
for Sale
72'/22M Sunseeker 2006 **HIDE OUT***



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72'/22M Overmarine 2001/10 **GABRIELA G***



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70'/21M Hatteras Sportfish 2003 **USELESS***



for Sale
62'/19M Little Harbor 1982/07 **EASTERN SKY II**



for Sale
45'/14M Wally Tender C013 2003 **WALLY**



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40'/12M Aprea Mare 2000/11 **LOOKIN 4 ANDROMEDA**

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MANGUSTA 80

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When you want to leave the crew behind, this ultra luxury two cabin DownEaster with easy handling IPS drives, will give you the opportunity to take the family out in privacy and safety. The Frank Mulder designed hull is fast and comfortable, the sound levels "pin drop" quiet. Currently sold out, next hull October 2011.



BENETTI 93' DELFINO HULL #5

July 2012 Euro delivery on this five cabin, master up displacement masterpiece. Hulls number 1, 2 and 3 sold, see the first US 93 at the Fort Lauderdale Boat Show. Selections on soft goods still available.



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Price: 17,995,000 USD. Central Agents. Not for sale or charter to US residents while in US waters

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Camm Moore, C.A.



130' Westport Tri-Deck MY 2002 "MARY ALICE II"
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112' Westport RPHMY 1999
Andrew Miles, C.A.



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SINCE 1964



103' West Bay 2001
Mark Peck, C.A.



100' Cheoy Lee 2007
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John Varga, C.A.



100' Broward 2001
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98' Queenship 1993
Mark Peck, C.A.



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Bryan Long, C.A.



90' Hatteras SF Conv 1997
Ralph Raulin, C.A.



88' Tarrab CPMY 2002
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85' Broward 1982
Chris June/Alex Rogers, C.A.'s



85' Pacific Mariner 2008
Claude Racine, C.A.



85' Pacific Mariner 2008
Chris June, C.A.



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75' Sunseeker Manhattan 2006
Ralph Raulin, C.A.



72' Grand Banks 2004
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LADY KATHRYN V 200 Ft. (60m) Lürssen 2011

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UNBRIDLED 191 Ft. (58.2m) Trinity 2009

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RELENTLESS, 145' 2002 Trinity Tri-Deck MY - ABS class, 5 S/Rs, Mahogany interior, 16V-2000's, recent W6 service 11/11. Ft. Laud. CA



ATLANTICA, 135' 2000/2008 Christensen Tri-Deck MY 5 S/Rs, On-Deck Master, ABS, 16V2000's, recent W-6. Ft. Lauderdale. CA



MAGIC, 130' 2005 Northern Marine Tri-Deck MY Mahogany int., 5 SRs. 28' beam, MTU 12V2000s. Ft. Laud. CA



CAPRICE, 123' 1994/98 Oceanco MY - Custom Don Starkey design, 4 S/R layout, custom interior, flybridge jacuzzi. Ft. Lauderdale. CA



TRIPLE ATTRACTION, 100' 2005 Hatteras MY 5 S/Rs, custom cherry int, walk-arounds, 16V2000s. Ft. Laud. CA



CHILD'S PLAY, 103' 1999 Westbay MY - 4 S/R, recent interior refit, new water toys. Low hrs on 12V-2000's. Excellent cond! Ft. Laud. CA



CHERISH, 111' 1997/04 Broward CMY - Cat 3412's, 4 S/R's. New paint job 9/11. Ft. Lauderdale, FL. CA



GRAZIANNA, 91' 1999 Palmer Johnson CMY - Custom mahogany, full arounds, 22' beam, MTU 12V-2000's. Ft. Laud. CA



SEAQUEST, 92' 1996 Hatteras Convertible SF - 30 knots, Major engine overhaul, new custom interior 9/11. Ft. Laud. CA



LUKOUSAURUS, 87' 1996/2011 Broward MY New paint, overhauled DDEC 12V92 w/warranty. Ft. Laud. CA



Blondies Dory, 74' 1999 Hatteras CMY Cat 3412's w/2000 hrs, custom upgrades, spotless! Palm Beach. CA



HATT ENOUGH, 63' 2002 Hatteras MY - C30 Cats, twin gens, Pipewelders hardtop, teak decks. Motivated. S. FL. CA

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Several of these vessels will be featured in our Miami Boat Show display located directly on Collins Ave., opposite the Miami Beach Resort & Spa, February 16th - 20th. Please join us for this exclusive showing of the finest selection of larger, late model Motoryachts and Sportfisherman. To receive listing information, photography or to arrange a private inspection aboard any of these fine yachts, please contact our office or preview the information on our extensive website at:

www.rjcyachts.com



AQUASITION, 124' 2008 Broward MY - Lloyds class, 16V-2000s, zero speeds stbs, cherry int, 5 S/R, Ft. Laud. CA,



MURPHY'S LAW, 124' 1998 Delta Tri-Deck MY 4 S/R, cherry interior. Ft. Lauderdale, FL. Central Agent



LADY LILY, 112' 2010 Westport MY- Highly customized! 16V-2000's, only 1050 orig. hrs, every option! Ft. Laud. CA



SIGRUN, 120' 2002 Broward MY - 5/SR's, on-deck master, Cat 3412's, 13,000 gal of fuel. New paint 10/11. S. FL CA



MY MARILYN, 113' 1994 Hatteras MY - Offered by original owner. Many custom options. Triple Cat 3412's. Palm Beach. CA



TAHITI, 108' 1998 Westport MY - 4 S/R layout, custom Interior, aft crew, MTU 8V396's. Boca Raton. CA



PG'S JESTER, 104' 1990 Broward Cockpit MY Best Broward value on market! N. Miami Beach, FL CA



FAIR SKIES, 90' 1990 Burger Raised Pilothouse CMY \$300k Price Reduction! Ft. Lauderdale, FL CA



AQUARIUS, 80' 2008 Cheoy Lee Bravo MY - Cat 3412's, 20kt cruise, custom interior, Ft. Lauderdale, FL CA

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2007 Marlow Explorer 72E-CB

This magnificent Marlow Explorer with the popular Command Bridge option. The beautiful teak interior is well laid out and offers 4-staterooms and 3-ensuite heads as well as crew quarters. Powered by 1800hp CAT's she can cruise at 24 knots. Located at our facility and ready to cruise away.



2003 Marlow Explorer 65C

"Reel Class II" has been Captain maintained by a meticulous owner. Her 3-staterooms with ensuite heads plus full crew quarters make her a great family yacht. Powered with 800hp, CAT 3406's she cruises with great efficiency. Please call today for details.



2006 Marlow Explorer 53C

"Blue Gill" has come to the market for the first time as her owners are retiring from yachting. She is powered with the ever popular CAT C-12 engines providing 700 hp each. She is priced to sell quickly. Call for details.



2006 Marlow Explorer 70E-CB

"X-IT" is a 70 Command Bridge customized throughout. Includes enlarged galley and high gloss interior. Powered by CAT C-18's, with a cruise of 18-20 knots and top speed of 23 knots. "X-IT" is a great opportunity.



2003 Marlow Explorer 57C

"Beech to Beach" well cared for and constantly upgraded including the addition of stabilizers. Powered by 800hp CAT 3406's with a 1200 mile range at 8 knots. Please call for more details about this great opportunity.



2008 Marlow Explorer 53C

"Miss Ruth" is a lightly used, well equipped Explorer 53C powered by 700hp CAT C-12's. She is maintained to the highest level by her meticulous and knowledgeable owners. Call today for details about this beautiful yacht.



2008 Marlow Prowler 37 Classic

Triple Four Stroke Yamaha 250's power this very classy picnic boat. With same construction methods as her big sisters, the Marlow Explorers, "Sea Ya Later" will be the talk of the dock.



2003 Marlow Explorer 72C

"My Patricia" has three staterooms with ensuite heads for owners and guests and full crew quarters aft. Captain maintained, she has CAT 3412's to provide a fast cruise and top speed of 26 knots. Call today for details.



1996 46' Grand Banks Europa

"Maria" is a meticulously maintained 46 Europa that was designed with a beautiful custom floor plan. Powered by 350hp CAT's she can cruise at over 16 knots. Come see this great vessel at our docks.



2001 Selene 50 Ocean Trawler

"Juliana" is a serious blue water trawler with classic style and modern upscale accommodations. She is well equipped, professionally maintained, and ready to cruise. Call today to arrange a showing.



2001 Navigator 56 Classic RPH

This nicely designed yacht with three staterooms, comfortable pilothouse and large flybridge is powered by twin 430hp Volvo® diesels. Owner will consider reasonable trades!

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2008 Marlow Explorer 70E-CB

"Jackpot II" is a traditionally styled work of art as well as a high tech, high performance, ocean going adventure yacht. This highly sought after Marlow Explorer 70E Command Bridge model is the perfect cruising machine for today's yachting adventurer. She is powered with the ever popular 1015hp Caterpillar® C18's delivering a top speed of over 25 knots and a cruising speed of 23 knots; yet, she sips just 9gph at 8.3 knots giving her a displacement speed range of over 1,800 miles. Her accommodations are roomy, warm and open offering spectacular views throughout. Make arrangements to visit our facility and view "Jackpot II" today. We are confident you will be impressed.

Jackpot II



Happy Endings



2003 Marlow Explorer 70E

"Happy Endings" is a wonderful 70E Marlow Explorer with three staterooms and three heads as well as separate full crew quarters. She has been well maintained and has low hours and many recent upgrades. Her 800hp Caterpillar® engines will let you cruise at 8 knots for over 1600 miles on a single tank of fuel and allow you to run at 20 knots when you want to reach your destination fast. "Happy Endings" is a great value providing the quality and performance that the Marlow Explorer is famous for. Please call today for details.



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OCEAN ALEXANDER[®] 120 | 135 | 155 BY *Christensen*



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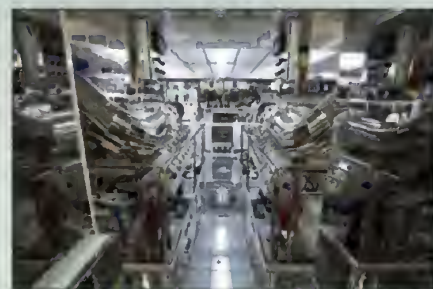
49.39 M (162') CHRISTENSEN 2011

Jeffery Ferguson 954-501-8000

MCA compliant. Accommodating up to 12–14 guests in six staterooms. Features include air conditioning on exterior decks, an all-levels elevator, helipad and an integrated dynamic positioning system (DP).



Photos by Stephen Cridland



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BROKERAGE | NEW CONSTRUCTION | CHARTER

OCEAN ALEXANDER 120 | 135 | 155 BY *Christensen*



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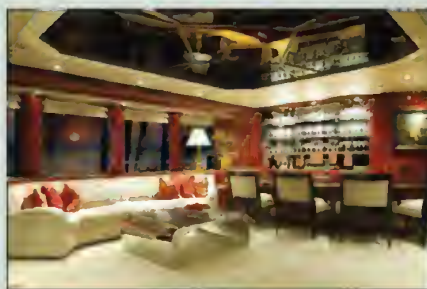
44.2 M (145') CHRISTENSEN 2002

Jeffery Ferguson 954-501-8000

MCA compliant. Accommodating up to 10 guests in five staterooms. Features include a 10-foot swim platform and a sky lounge that converts into a cinema with a 50" flat screen and surround-sound system.



Photos by Stephen Cridland



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Casuarina | 1998 124' Delta
 \$7,999,999 | Jim McConville, 954.849.0855



Photo by Chesler Photography

Corona Del Mar | 1991 120' Mefasa
 \$2,799,000 | Gary Goldman, 954.330.8958



Spirit of Salima | 2006 112' Tecnamar
 €4,380,000 | Chris Coughlin, 239.776.4449



Waterford | 1997 110' Hatteras
 \$3,995,000 | Jim McConville, 954.849.0855



Marbella | 1996 108' Monte Fino
 \$2,395,000 | Jim McConville, 954.849.0855



Calypso | 1971 101' Feadship
 \$1,849,000 | Tom Jenkins, 772.201.1800

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Crowned Eagle | 2001 98' Destiny
\$4,999,000 | Jim McConville, 954.849.0855



Criscate G | 2010 97' Custom Line
\$9,600,000 | Eric Frank, 954.600.0369



Ocean Models | 1995 90' Barattucci
\$1,000,000 | Jim McConville, 954.849.0855



Inspiration | 2010 88' Ferretti 881RPH
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Incognito | 2002 88' Pershing
\$2,799,000 | Bill Shewbridge, 954.303.4033
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Unforgettable | 2006 83' Ferretti
\$3,600,000 | Eric Frank, 954.600.0369
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95' HORIZON 2007. Absolutely NEW condition with less than 200 hours on 1650hp CATs. Designed by experienced Yachtsmen and their longtime captain. No expense spared in her construction and exceptional upgrades. Call Dean Young in PB.



84' MCMULLEN & WING 2005. Exquisite quality. 3 staterooms & mid-galley. Tender garage. Rolls Royce Jet Drives, shallow draft. 900 hours on 16V2000 MTUs. Fresh paint. Mint condition. Call Lon McCloskey in PB.



82' HORIZON CPM/Y 2006. C-30 CATs, twin 27.5kw Onan gens, 4 staterooms plus crew. All the best equipment available. First class in every way. Asking \$2.9M. Call Larry Masterman in PB.



80' OCEAN ALEXANDER CPHM/Y 2007. C-32 CATs, 3 suites plus crew. Totally custom built with all amenities including on board gas station. Immaculate, proven long distance cruiser with exceptionally quick top end. Call Yolanda Phinney, CPYB in PB.



62' MCKINNA SPORT YACHT 2009. C-18 CATs provide speeds up to 34 knots. Spacious 3 stateroom layout with incredible joinery throughout. Spectacular yacht in like new condition. Call Bill Snyder in PB.



60' SEA RAY 2008. 1100hp C.R. MANs with 575 hours. Updated in 2011. Dinghy, watermaker, loaded. Turn-key, Palm Beach condition. Call Lon McCloskey in PB.

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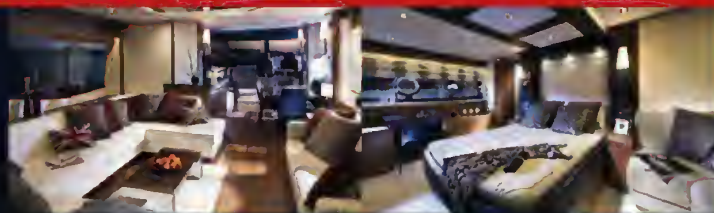
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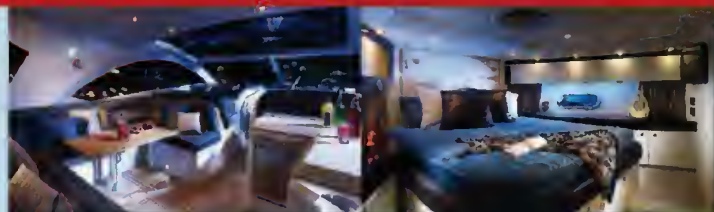
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2012 MANHATTAN 73



The Manhattan 73 is defined by its ingenious use of space. The vessel enjoys increased volume not just by length but courtesy of the broad beam that's carried lower in the hull. This enables a third full-size double stateroom on the lower deck, plus plenty more headroom throughout. The main saloon is now also on one single, sweep-through level, providing a vast entertainment space.

2012 PREDATOR 54



A blend of open boating lifestyle with luxurious accommodation for up to 6 guests in three cabins. The new Sunseeker Predator 54 has a tender garage and hydraulic platform for more water toys, huge cockpit for entertaining and exciting on water performance for all cruising needs.

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2010 34 METER YACHT - POA



Twin MTU 2,650HP diesel engines, highest specification and beautiful finishes, Navy blue hull, 5 ensuite cabins, offered for limited time, must be viewed.

2010 80 YACHT - US\$ 4,695,000



The perfect blend of space, style and performance. 2 x MAN 1,800hp diesel engines, 4 cabins, 4 en suites, high specification and stunning condition throughout.

2004 75 YACHT - US\$ 2,300,000



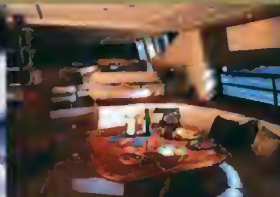
Twin MAN 1300 hp diesel engines, 4 en suite cabins, cherry gloss wood, cream soft furnishings. New exterior teak throughout, antifoul and fully polished 2011!

2010 PREDATOR 74 - US\$ 4,100,000



Huge specification, custom exterior paint and interior furnishings, 2 x 1800 MAN diesel engines, sport fly bridge, tender garage, stunning on the water!

1995 MANHATTAN 62 - US\$ 599,992



Twin Man 1100's diesels matched to Arneson surface drives, this is truly one of a kind, 38+ knots performance! Many updates and custom features.

2007 60 MANHATTAN - US\$ 1,795,000



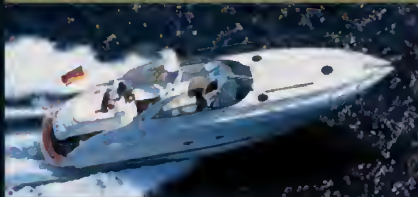
Twin MAN 900 diesel engines, impeccable condition throughout, 3 ensuite cabins and a crew cabin, cherry satin wood interior, low hours and high specification.

2001 PREDATOR 56 - US\$ 499,994



Twin MAN 800hp diesel engines, navy blue hull with cherry gloss wood interior, mid ship master cabin, opening hard top, hydraulic platform, many extras, excellent condition.

1999 PREDATOR 54 - US\$ 399,000

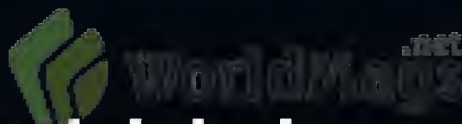


Twin 800 MAN diesel engines, low hours, Navy blue Hull, Cherry Gloss wood, 3 cabins, tender garage. Beautiful condition, stunning lines!



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**Horizon
E88**

The new Horizon E88 enclosed bridge embodies the true spirit of elegance without compromise. Built on a 21' beam, the E88 features a spacious four stateroom/two crew cabin layout as well as both formal dining and a country kitchen and comes equipped with CAT C32 1700HP engines. Delivery available September 2012.



**Horizon
PC58**

The new Horizon PC58 Catamaran lends the elegance of a luxury yacht to the stability and efficiency of a multihull design. Her clean lines and interior volume allow for a comfortable 3 stateroom layout with plenty of relaxing and entertaining areas. The PC58 incorporates twin Cummins QSC 8.3 600 HP engines with optional ZF Joystick Maneuvering System and ZF Fly-by-wire Steering System for easy maneuvering.



**Horizon
E54**

As stylish as she is functional, the new E54 unites the latest in green technology with a smart, modern design. The E54's 3 spacious staterooms, include a full-beam master, reminiscent of a much larger yacht. LED lighting and natural light keep her efficient. Featuring twin Volvo IPS engines, hydraulic hi/lo swim platform and a variety of layout options for even the most discerning tastes. On display at FLIBS 2012.



**Horizon
EP69**

The new Horizon EP69 is characterized by her 20' beam and roomy accommodations for 6 plus crew with an open layout, large salon and country kitchen. Featuring twin MAN 560HP engines, custom NAV and AV systems, hydraulic bow/stern thrusters, digital stabilizer and water maker. Currently available for delivery.



**Horizon
V74**

Function meets luxury with the new Horizon V74 – built on a 20'6" beam, the V74 features an open three stateroom layout that incorporates an abundance of natural light. The V74 is the ideal turn-key yacht with a sizable country kitchen, enclosed bridge with day head, full-beam master cabin and separate crew area. Powered by twin CAT C18 1000HP engines and available for delivery spring 2012.



**Horizon
EP148**

Built to BV Ice Classification, the new Horizon EP148 is designed with a steel hull, bulbous bow and 29' beam for comfortable long-range cruising. Luxury is not lost with the 5 stateroom layout, which allows room for additional creative design. Powered by Twin MTU 12V 4000 M60 1770HP engines, the innovative EP148 is the epitome of style, class and safety out on the open sea. On display at FLIBS 2012.



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1996 115' Greenbay Marine
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CA Tucker Fallon - (954) 801-3645



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1971 115' Breaux Baycraft
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1995 110' Broward
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2006 105' Leopard
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1993 105' Broward Raised Pilothouse
MTU 2000's | Recent Paint Job
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2000 100' Azimut
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1995 100' Mangusta
Asking \$1,395,000 | Trades Considered!
CA Chis Saumsigle - (954) 270-5617



1987 94' Broward
Bimini Top | Fly Bridge | 3 SR's + Crew
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1997 84' Hatteras Elite Series
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1998 84' Monte Fino
2700 HP CAT's | 3 SR's + Crew
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2005/2006 80' Cheoy Lee
Custom Built | 4 SR's + Crew | Walkaround
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2002 75' Fleming CPMY
Mint Condition | Price Reduction
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1999 74' Hatteras Sport Deck
New Paint | Custom Layout
CA Parker Bogue - (305) 793-3612



2008 72' Hatteras Motor Yacht
4 SR's + Crew | Full Hard Top
CA Parker Bogue - (305) 793-3612



2005 72' Offshore CPMY
Midship Master | Galley Open to Salon
CA Tucker Fallon - (954) 801-3645



2009 72' Vicem
3 SR's + Crew | Mahogany Interior
CA Tucker Fallon - (954) 801-3645



2000 70' Hatteras Convertible
3412 CAT's | 4 SR's
CA Whit Kirtland - (305) 793-5886



2005 65' Carver Marquis
MTU 12V 2000's S64 Hrs | 3SR's + Crew
Galley Up | Bow & Stern Thrusters
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ALSO IN STOCK: 2011 38 FLY, 2012 40 FLY, 2011 48 FLY & 2012 53 FLY - **ON ORDER:** NEW 2012 45 FLY, 2012 53 FLY & 2012 62S ITALIA

FEATURED BROKERAGE



AZIMUT 75 MY 2008

T-MAN V12 1360HP. HARDBOP. BRIDGE CRANE. 4 SRS + CREW. CUSTOMIZED. LOCATED IN THE NORTHEAST US. ASKING \$2,975,000. STOCK #97045. LISTING AGENT, MICHAEL LENNON 631-988-2894 MOBILE.



AZIMUT 116 MOTOR YACHT 2008

TWIN MTU 16V 2000S 2400 HP NAVY BLUE HULL. ON DECK MASTER, HEAVILY CUSTOMIZED AND LOCATED IN FLORIDA. STOCK #9576D. LISTING AGENT, MICHAEL LENNON 631-988-2894 MOBILE.



AZIMUT 62 FLY 2004

910HP MTUS. EXCELLENT CONDITION. BOW AND STERN THRUSTERS. BRIDGE CRANE. TENDER WITH FREEDOM LIFT. LOADED. ASKING \$885,000. STOCK #98039. LISTING BROKER MICHAEL LENNON



AZIMUT 62 EVOLUTION 2010

1015 CATS. TWIN SEA KEEPER STABILIZERS. BRIDGE CRANE & TENDER. MATTE CHERRY INTERIOR. LOADED. LOCATED IN THE NORTHEAST. ASKING 1,895,000. STK #99814. LISTING BROKER MICHAEL LENNON



AZIMUT 55 FLY BRIDGE 2004

T-C12 CATS. 710 HP. BRIDGE CRANE & TENDER. WELL MAINTAINED/EQUIPPED W/UPDATES. IN THE NORTHEAST US. ASK \$695K. STK #98308. LISTING AGENT MICHAEL LENNON 631-988-2894 MOBILE.



AZIMUT 55 EVOLUTION 2006

C12 710HP CATS. HIGH GLOSS CHERRY CREW CABIN. BRIDGE CRANE. LOCATED IN THE NORTHEAST. ASKING 785,000. STOCK#100778. LISTING BROKER: PAUL MAHONEY



AZIMUT 42 FLY 2002

TWIN 385CATS. TWO STATEROOMS. SUPER GRAND LUXE DECOR. HIGH GLOSS CHERRY INTERIOR. 400 HOURS ON MAIN ENGINES. ASKING \$299,000. STOCK# 98312. LISTING BROKER MICHAEL LENNON.

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Donald Tofias

For this “yachtreprenuer,” sailing is a vocation and an avocation. Tofias sails 12 months of the year, participates in 60 races and divides his time between Newport and St. Barths. **INTERVIEW BY GRACE TROFA**

Hometown:
Newport, Rhode Island

Profession: Boatbuilder, professional sailor, raconteur

First boat: An Alcott Super Sailfish. It was the new design with aluminum spars. My father said I couldn't have it, so I said, “Fine, I'll spend my own money.” I was 12 and it was all the money I had, \$482.

Current yachts: Too many. The W76s *White Wings* and *Wild Horses*, the new W37 *Race Horse* and a 1946 steel Navy workboat, *Mare*, that acts as our shadow/picnic/barbecue boat

Favorite cruising ground? When it's sunny and nice and the wind is light to moderate out of the south-

west with no fog, there's nothing better than sailing in Maine.

Most memorable yachting experience? The 2001 America's Cup Jubilee, racing around the Isle of Wight on *Wild Horses* and *White Wings*. There were probably 1,000 spectator boats.

Boat on your wish list? I would like to build a W130. It would look and feel like a J boat but with half the weight and twice the speed.

First job? I was 16 and the rod man on a survey party for an engineering company in Boston. I was the guy holding the stick.

What would we be surprised to know about you? That I don't really care about cars. They're just trouble, much worse than boats.

Last impulsive purchase? I don't think boats are impulsive purchases, others might, so I guess the W37. Why did we need a 37-footer? Because we did.

Favorite quote? I have two. “Live every day as if it were your last,” and I've always liked the Nike slogan “Just do it.”

Last book read? I don't read books like most people, I start three or four at a time. I'm in the middle of reading *Ahab's Wife*, the companion piece to *Moby Dick*, and the last book I actually finished was a biography of Sir Thomas Lipton.

Favorite wheels? Jeeps, I've been driving them for the last 20 years.

Favorite watch? Panerai. I'm still waiting to win one. I've won more Panerai-sponsored races than anyone; I've won traveling alarm clocks, wall clocks, but no wristwatch. That's my racing goal, to win a Panerai wristwatch.

Favorite pastime? I love to take long walks, and I am a rabid Boston sports fan—Celtics, Bruins, Red Sox, Patriots.

How about hobbies? I read a lot, so I collect books, and I have lots of small collections of things, like canes and boxes.

Favorite charity? Sail Newport. Brad Read's program here is one of the best in the world.

Favorite music? Oh, dearly Crosby, Stills, Nash & Young, or just Neil Young.

What success are you the most proud of? We helped create the Spirit of Tradition class, which has been very successful. Quite a few beautiful boats from 30 to 160

feet have been built that meet the criteria I took to naval architect Joel White 15 years ago—boats that look and feel like the classics from the 1920s and 30s but have modern underbodies.

What's the story with those sweet Downeast Peapods? It's a little business we run building 13-foot row boats in Maine, plank on frame. They are fun to row and nice to tow.

If you had a pass at another career? I've always had a strong interest in medicine. If I knew then what I know now, I would have chosen medicine as a career, involved in some great research project to cure a disease, something profound.

Any heroes? Oh yeah. I grew up in the era of John F. Kennedy, he was clearly out to make changes and on the way to achieving them when his life was cut short.

What do you obsess about? Getting a great start in a race, having the right crew and doing it in such a way that I am laid back and not concerned.

Life lesson learned? There's a bent cleat mounted on a board hanging on my office wall; it says, “coulda, woulda, shoulda.” There's a lesson to be learned here, but I don't know what it is.

How do you want to be remembered? I guess that I sailed well and introduced a lot of young people to sailing, showing them it could be a real career.

What's with the name yachtreprenuer? The clothing line Vineyard Vines coined that term to describe me in a profile, I like it. ■



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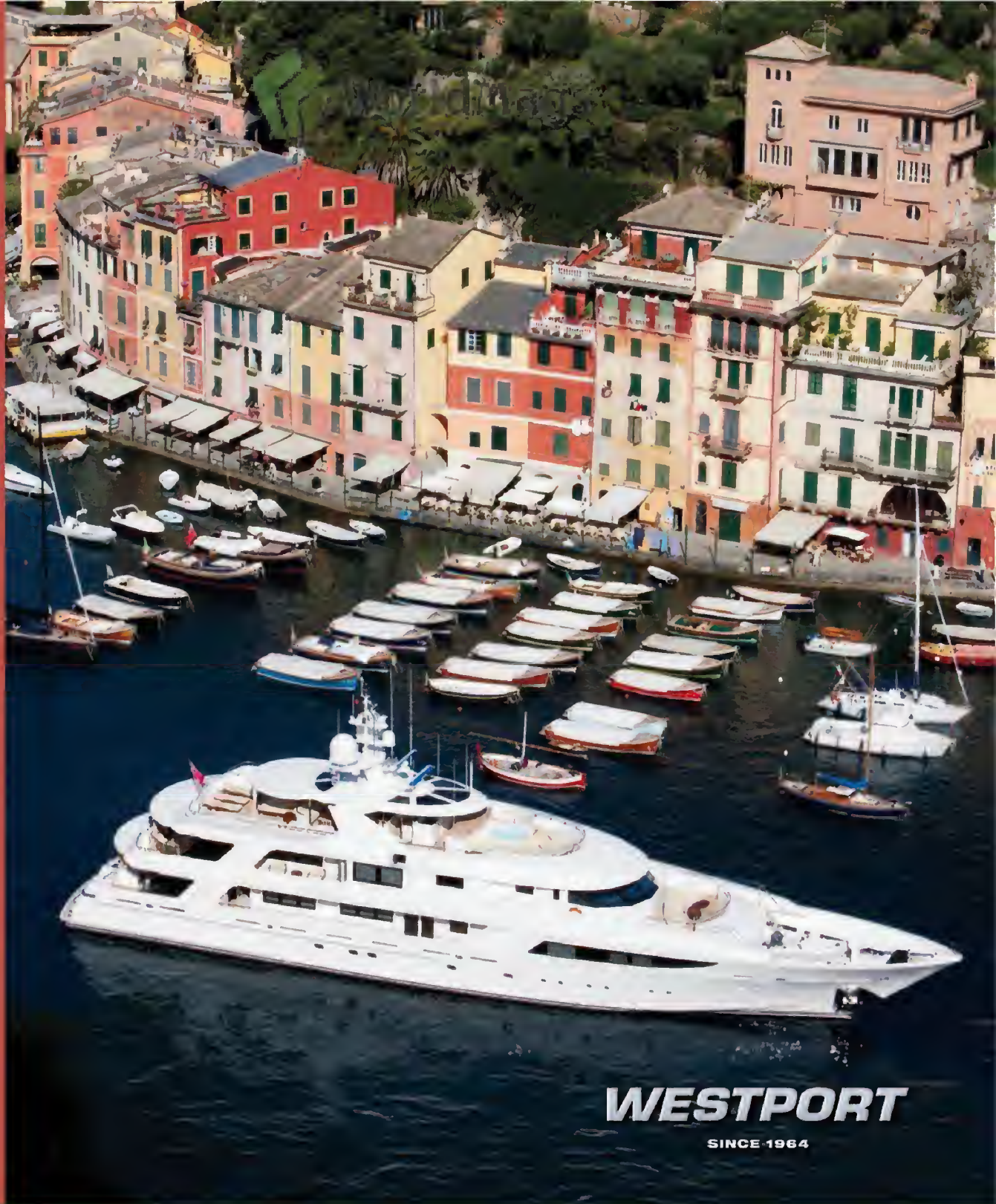


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